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291 • September 1997 • Adults Only

# Easyriders®

EASYRIDERS

## LAUGHLIN ROCKS THE NEVADA DESERT!

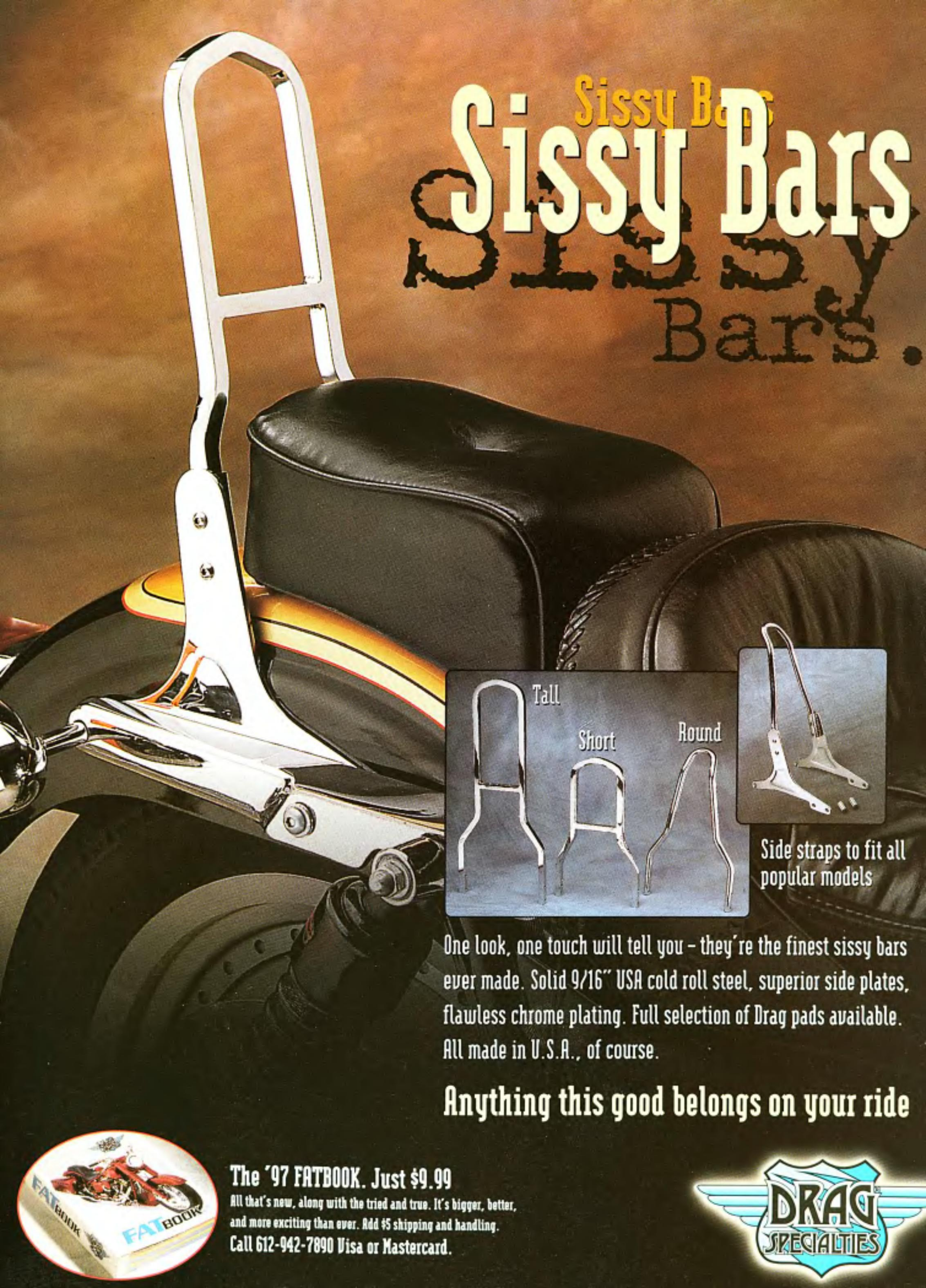
BOTTOM LINE ON BEATIN' THE WEDDING BELL BLUES BY J.J. SOLARI

GUIDE TO ALL-AMERICAN HYBRID MANUFACTURERS

RIVERA'S BRUTE III PRIMARY BELT AND CLUTCH INSTALLATION

HOW TO MAKE A BIKER MOVIE

AMERICAN EAGLE'S TALON TESTED!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# TAKING IT EASY

A lawyer was demonstrating the safety of the windows in a skyscraper. He had previously conducted demonstrations of window strength by hurling his body against a window to prove that it wouldn't break. But this time he went right through the window and plunged 24 floors to his death. One of the managing partners of the firm the lawyer was with said that he was "one of the best and brightest" members of the firm. So much for "best" and "bright."

This guy sued the city after he was bitten by a police dog. At the time of the biting, the man was hiding underneath a house after a burglary—a burglary he later admitted committing. He lost the lawsuit.

He went to a small neighborhood restaurant for dinner. He picked up the menu and noticed that one of the items was "Lexington Ave" (Baked Zit). His appetite went out the door, so he left in pursuit of a more appetizing menu somewhere in the event that his appetite returned.

Remember how I used to keep you informed of our government's spending abilities? Well, here are more examples of where your tax dollar is going: The National Park Service spent $230,000 in 1986 for a half acre of land. Two years later, after a bit of research, it was discovered that the National Park Service had purchased the same parcel years before—in 1914. Beagles were trained in Hawaii to search for brown tree snakes, a Department of the Interior program that cost $100,000. The problem? Tree snakes live in Guam. Can college students be taught to watch television more effectively? The Department of Education spent $219,000 to find out. For $547,000 a pop (a total of $94.6 million), the Air Force bought 173 fax machines that will survive a nuclear blast. A similar machine was available for $15,000 but rejected.

In Finland if you try to outrun a cop, they shoot your vehicle and reel you in with a harpoon mounted on top of their cars. And if you try to get away, they shoot gas canisters at you. Imagine being on a motorcycle!

Here's a medical breakthrough: Surgeons removed a cataract from the eye of "Muffin," a zoo's 6-foot-long Komodo dragon, in the hope that she could better see how studly the male "Friendly" was, and thus mate with him.

They get weirder and weirder. In Australia, a man was convicted of child abuse for attempting to hire two boys, for $5 each, to pass gas in his face so that, according to the man, he could later masturbate to the "mental picture" of the encounter.

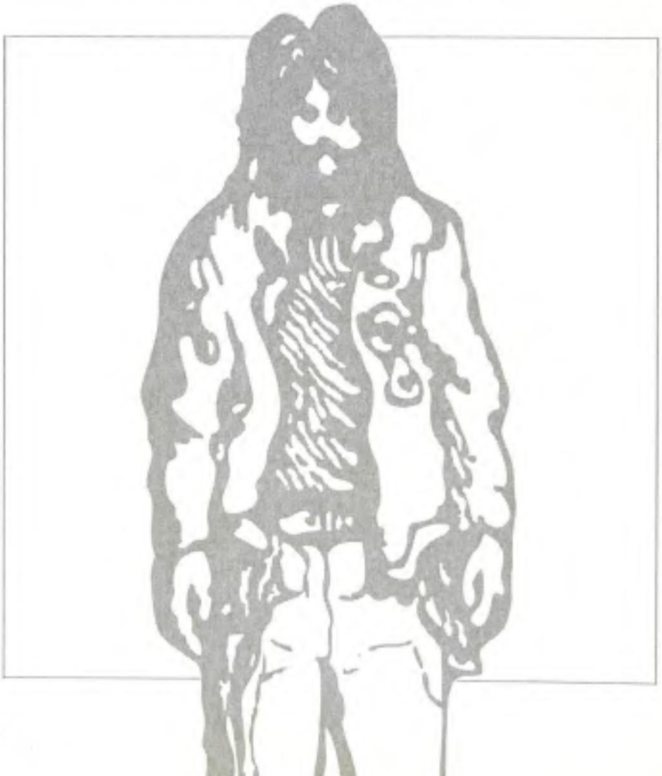
A woman won a settlement in a lawsuit against her former psychotherapist. She claimed that he persuaded her to believe she had a multiple-personality disorder (120 personalities, including Satan and a duck) and then billed her insurance company for "group" therapy because he said he had to counsel so many people.

He had been found guilty of defrauding the state workers compensation office, but the conviction was reversed on a technicality. It seems he admitted he got a friend to help him blast a hole in his left leg below the knee with a gun but insisted it was not to get compensation (although he received $96,000). He said the knee had been extremely painful to him since 1973 when it was injured in an accident. (Five years earlier he had tried to take the leg off with a chain saw but got only a part of the way through because the saw kept malfunctioning.)

Here's the height of male chauvinism. He was charged with vehicular homicide. He was driving a stolen truck, had been drinking, and crashed head-on into another truck, killing a 37-year-old woman. When they stopped him, he couldn't understand why he was being arrested, saying, "Dudes, it's just a girl, man. It's a girl, nothing but a girl."

Another far-fetched lawsuit: Some guys had been out drinking one night. When one of them in the back seat had to vomit, he stuck his head out the window just as the car veered off the road, ramming his head into a tree. The lawsuit claimed that it was the county's fault that the tree was so close to the road.

This 71-year-old geezer was gazing out the window, checking out the neighborhood scenery with his binoculars, when his eye wandered to the window across the street. Lo and behold! His neighborhood watch was fruitful. A young hussy was prancing around her house—stark naked. He got so excited that he clutched his chest, keeled over, and had a heart attack. Sounds like a *really good* look-see.



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# Easyriders

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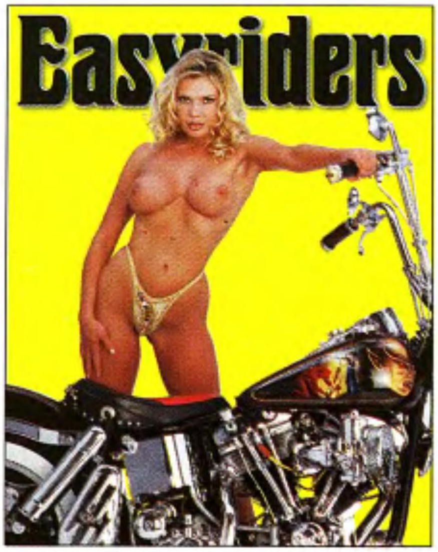


Cover photo of Monika on Bernie Tatro's fiendish Harley-Davidson FLH by Don Rogers.

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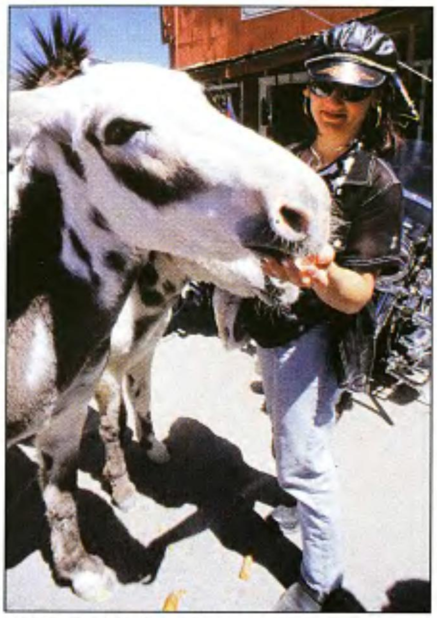

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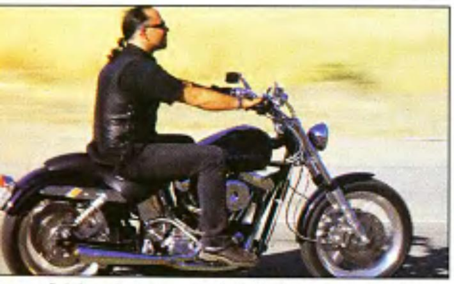

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The Audit Bureau

**MMI Contest**
I really want a shot at that MMI scholarship featured in the July '97 issue (pg. 40), but it's tough to spot the changes Mark made (pp. 56-62) to the bike after the snake shoot. Can you run another photo?

Jim Streamer
Anaheim, California

*Here ya go.*

**Phantom Speaks**
This is in response to a letter in the May '97 issue entitled "An Unhappy Reader." In his letter, Mark Harrison wrote that he was canceling his subscription to *Easyriders* after subscribing since the first issue. Mark mentioned that he sponsored our Streamliner effort both times, but doesn't like the changes in the magazine.

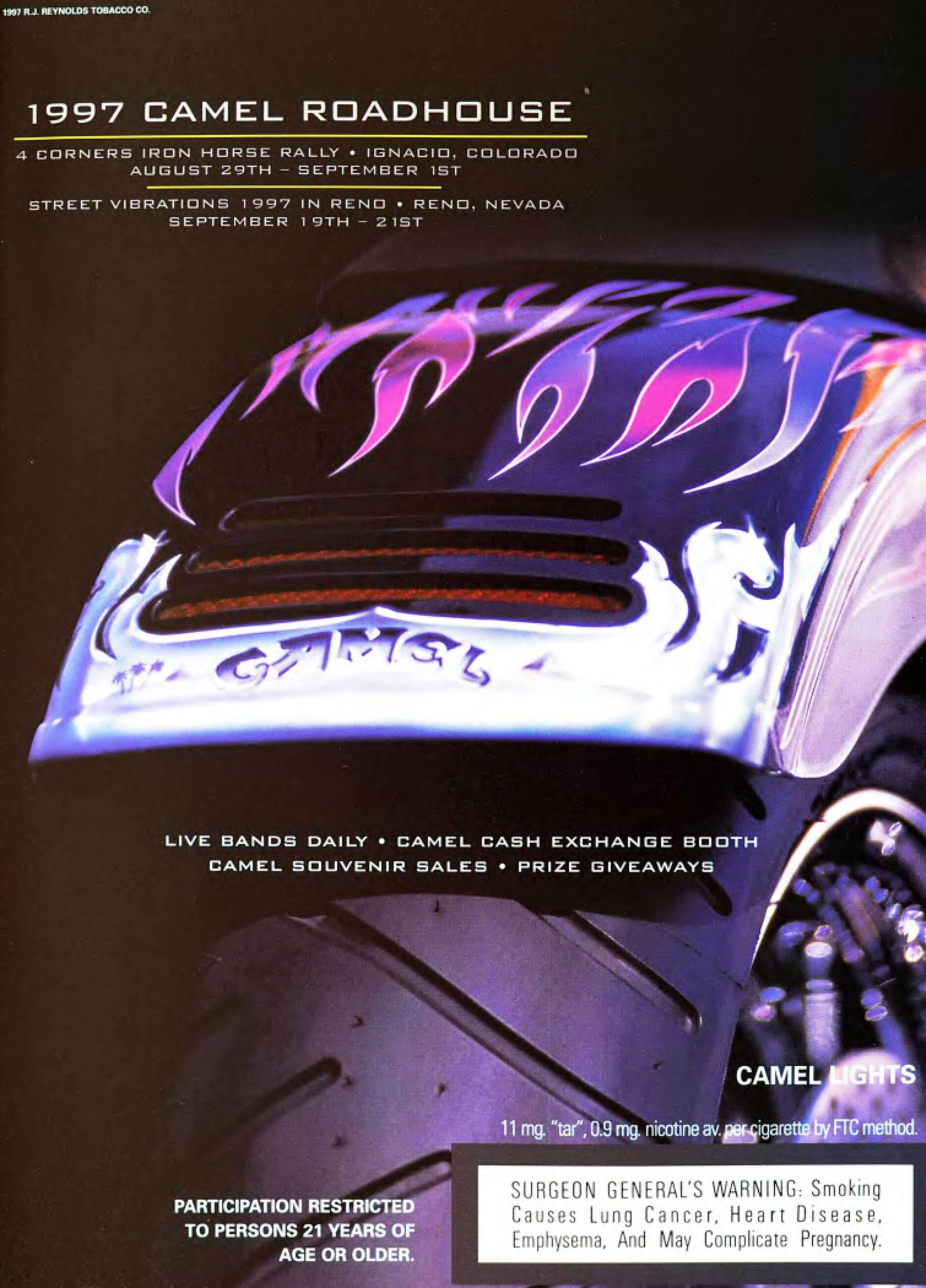
It was clear that Mark is one of our longtime, faithful readers who disagrees with the changes that have taken place in the magazine during the decade of the '90s. Mark wrote that the magazine no longer reflects his lifestyle of riding and is now more about "profiling."

As one of the contributing perverts to *Easyriders*, *In The Wind*, *Biker*, *VQ* and *Quick Throttle*, I felt a response was in order. After all, if one faithful reader feels this way, there may be others out there who agree with Mark's assessment of the direction *Easyriders* is headed. Sure, the magazine has changed since the flower-power, drug-crazed outlaw days of the '70s. Bikes have changed, too, from long front ends and sissybars, to high-tech components made in every configuration possible. Just so, *Easyriders* has changed with the times and with our readership. Case in point, our fearless leader, Bandit, was a hard-as-nails biker in the '70s who rode hard, fought hard, and partied hard. Today, he works hard as ever watching over all the mags, is a published author, and is known throughout the motorcycle community as a level-headed professional. Bandit's bikes have gone from wire-rigged rat bikes to the most exotic custom creations on the planet.

In fact, all the founding fathers of this magazine have gone through some changes in the past 26 years. Joe Teresi, Lou Kimzey, Mil Blair, Kim Peterson, Savage Williamson, Tex Campbell, and Dave Mann, to name a few, will all acknowledge that their beards sport more chrome nowadays, and though the world has changed, and *Easyriders* has changed to keep up with the times and those who ride, we are still dedicated to freedom of the road and the principles that are the core of the lifestyle we all hold dear, without putting down any rider—rich or poor—of American steel.

That said, Paisano Publications has, in its own wisdom, recognized that the riding community is split into many categories today. That's why we offer no less than six specialized magazines aimed at particular segments of the biker population.

Mark, you said in your letter that when we once again fit your lifestyle, you'll be back. Fact is, we never left you. Paisano just grew as the readers did. If you want hard-core parties, there's *Biker*. If you →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like down 'n' dirty lifestyle photos, there's *In The Wind*. If you have a hankerin' for high-tech, there's *Quick Throttle*. If you crave big buck, cutting-edge creations, there's *VQ*. And if you want the best all-round biker magazine in the world, there's *Easyriders*. We didn't abandon you, Mark. We just made the clubhouse bigger to fit more brothers and sisters.

I'm proud to say that the staff members of this magazine are my closest friends. I've ridden with them, partied with them, and enjoyed all the joys and sorrows of the lifestyle with them. Believe me when I tell you that when all else is stripped away, *Easyriders* is still about heart and brotherhood—and they won't judge you by the size of your paycheck or the model of your bike.

Dave "Phantom" Nichols
Edmonds, Washington

**Bikers Scarce In Arkansas**

Does anyone know of any bike-related activities in Arkansas? Bikers are few and far between here—even though last week we won our freedom. The helmet law repeal was passed but hasn't officially been announced, other than on the news. Any information you could give on events in this area would be appreciated. My ol' lady and I get tired of puttin' alone.

Ray Colvin
Forrest City, Arkansas

*Call ABATE of Arkansas at (501) 888-2391 or (501) 888-1112. They should be able to give you all the runs in your area.*

**A Request**

I have a 1968 BSA 650 Lightning, in one piece, that's been in a shed for 15 years. I also have two 1962 BSA 750s in boxes. I need to sell them. Can you let me know who/where to go to find a buyer?

William Kendi, AJ-1900
R.D. #10 Box #10
Greensburg, PA 15601

*Check our two-wheeler dealer in* Biker *or* In The Wind, *VQ Showroom in* VQ, *or call (818) 889-8740, ext. 265.*

**He's Impressed**

I was totally impressed to see my letter ("Stabbed In The Back," May '97) printed, since it was a negative letter about a big advertiser of yours. Also, my hats off to Richard Lester (AIM) for seeing the error of his ways, correcting the problem, and being man enough to admit it.

Bill Skelton
Waxahachie, Texas

**Hats Off To ABATE Of Colorado**

Thanks for your feature on the 1st Annual Breck Harley Fest (May '97). It was great to see our event get some exposure. I was disappointed, though, that there wasn't a mention of ABATE of Colorado and the part we played in the overall success of the event—from organizing and running the rodeo, to providing 24-hour security for the vendors and their wares, to keepin' a close eye on our brothers' and sisters' scoots.

So how about a *big* hats off to ABATE of Colorado, especially Mike "Maggot" Williams, ABATE's state coordinator, who put in shitpiles of time and effort to help organize efforts with Freedom H-D, as well as all of us little people who were there, rain and shine.

Big Dave Dragonn, District 14
Summit County, Colorado

*Hear! Hear!*

**She's Pissed!**

I'd like to quote the exact words from the '97 Subscribers $100,000 Sweepstakes entry that was mailed to me in an unsolicited manner. On the official entry form it states, "And if the garage is filled with all the bikes it's gonna take and the little woman's got something against squeezing a new motorcycle into the kitchen, we'll peel off 150 one hundred dollar bills (that's 15 grand) instead of a bike. Just to keep everybody happy."

How dare you allow such trite chauvinistic garbage to be printed! Not only do millions of women purchase and ride motorcycles, they also design and engineer motorcycle components, and preside over motorcycle dealerships. Additionally, they spend billions of dollars each year to purchase clothing, leathers, motorcycle-related items, etc.

*Do not* refer to any of us as a "little woman" and insinuate that our place is in the kitchen! In case you haven't noticed, we're not in the kitchens anymore because we're out riding our fuckin' badass Harleys that we paid for ourselves!

I also find it odd that the entry form you mailed me was addressed to Paul, not Paula. My friend Phyllis was also mailed one addressed to Phyl.

I am in the process of contracting several concerned groups that watchdog people who make such appalling comments as you have made. I am also sending copies of this letter to various motorcycle publications and will make a public request for all women to refuse to enter your contest or subscribe to any of your magazines. Additionally, I am forwarding copies to several attorneys who may be interested in the statements you authorized to be printed.

Paula Tyer
Dutch Flat, California

*So what's your point?*

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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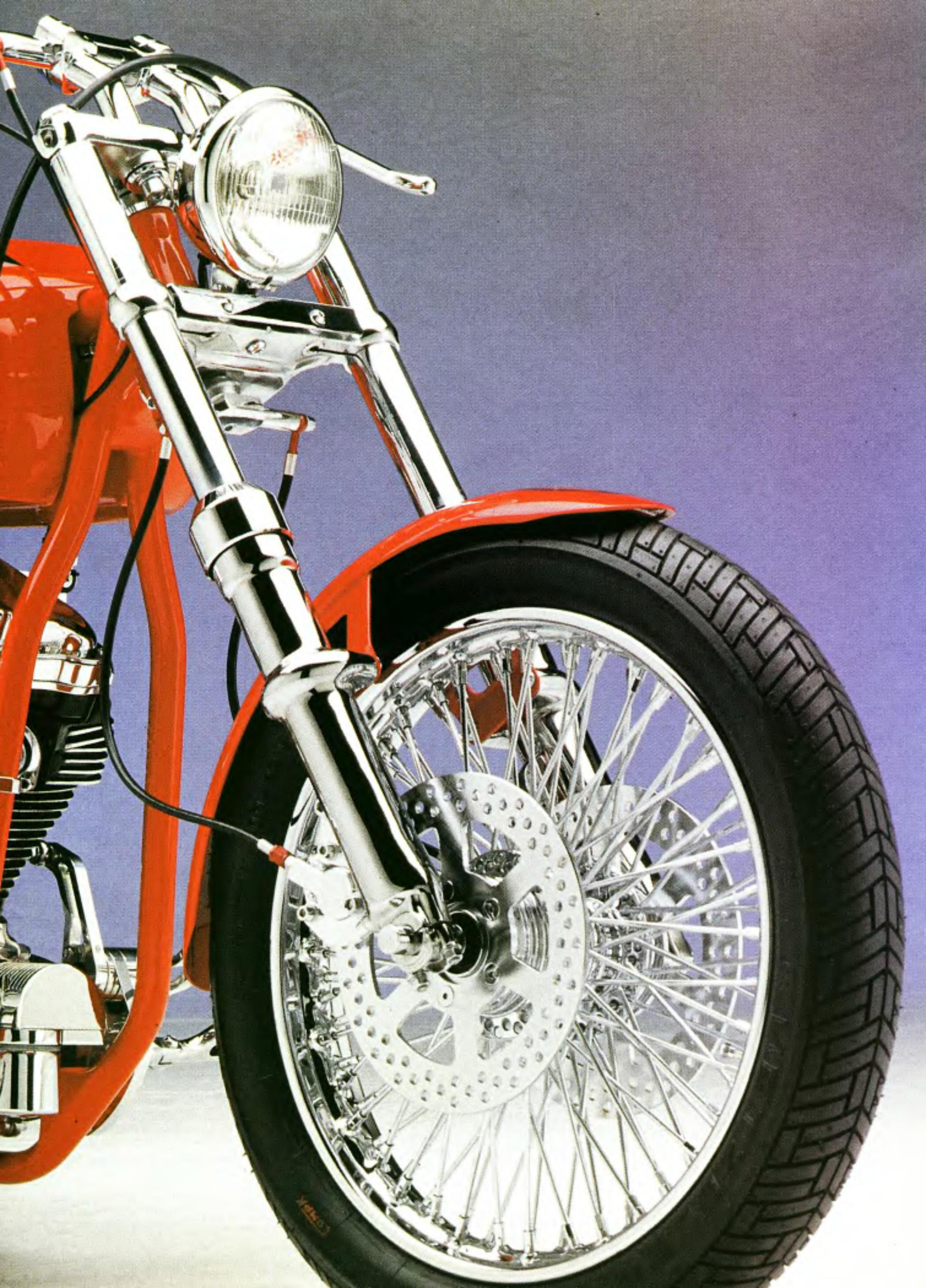
# THE FLAMES OF FREEDOM

## LARRY CURIK'S ARREST-ME-RED RIGID

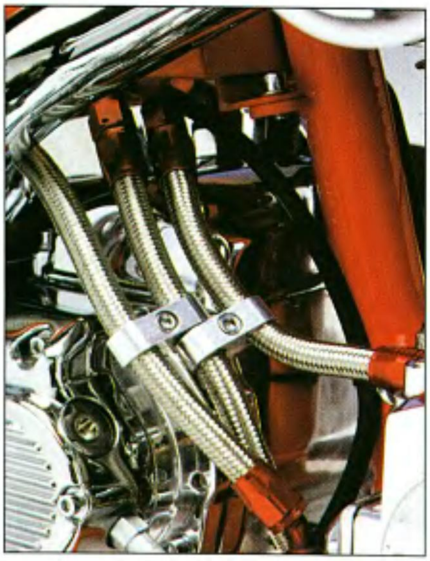


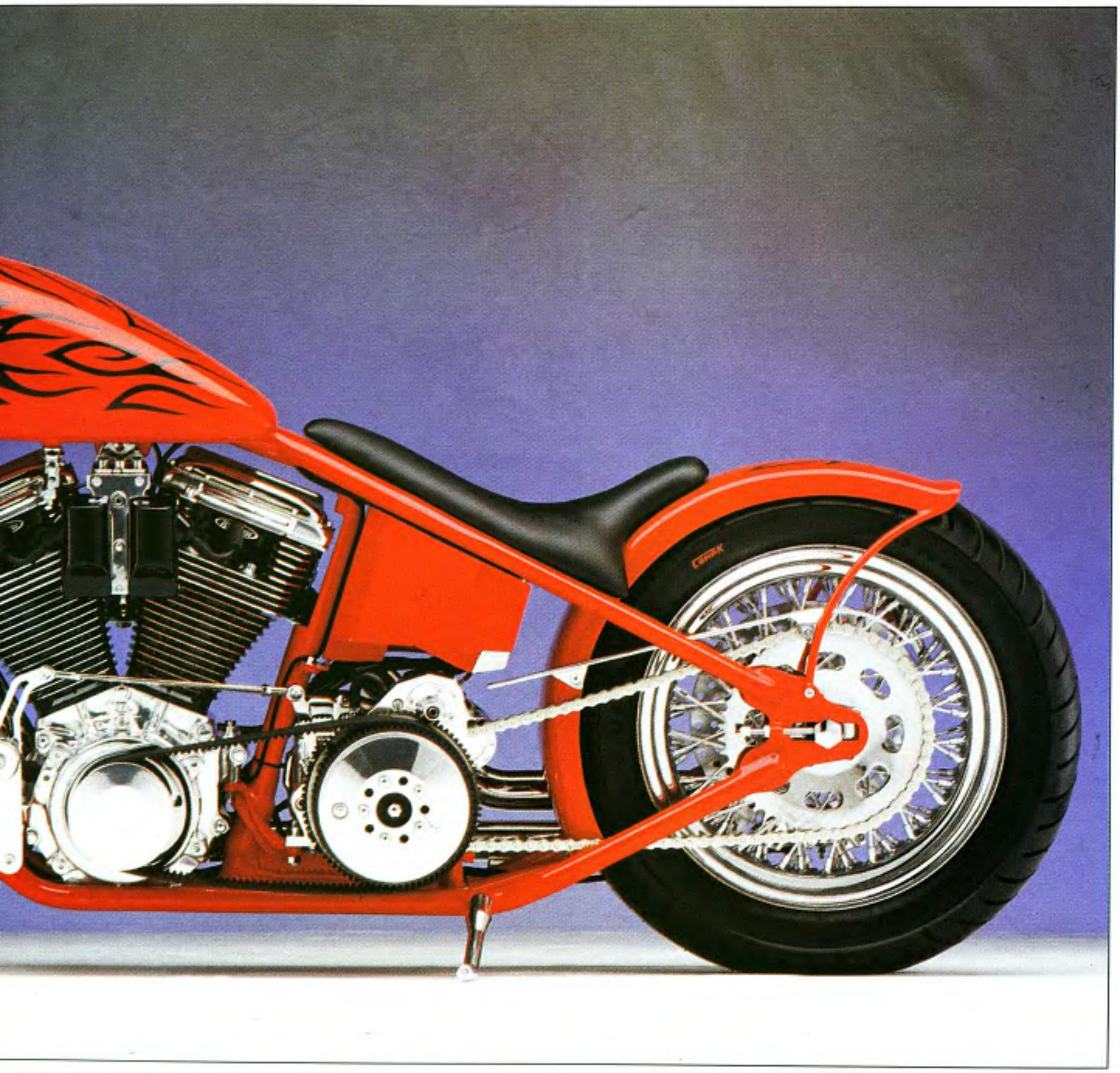
Stoke the tribal fires, men! We ride for honor, for glory, and for freedom! The hordes of leather and chain mail-clad warriors let their vicious throttles roar, blasting down the battered highway, dodging the skeletons of long forgotten cars and trucks. The 405 freeway was a tangle of twisted metal, jagged concrete, and decaying cages. The stench of death still wrapped Los Angeles in a deadly cloak as desert vultures fed on corpses in business suits, taunting the riders with screams that seemed to say, "You'll be next ... you'll be next."

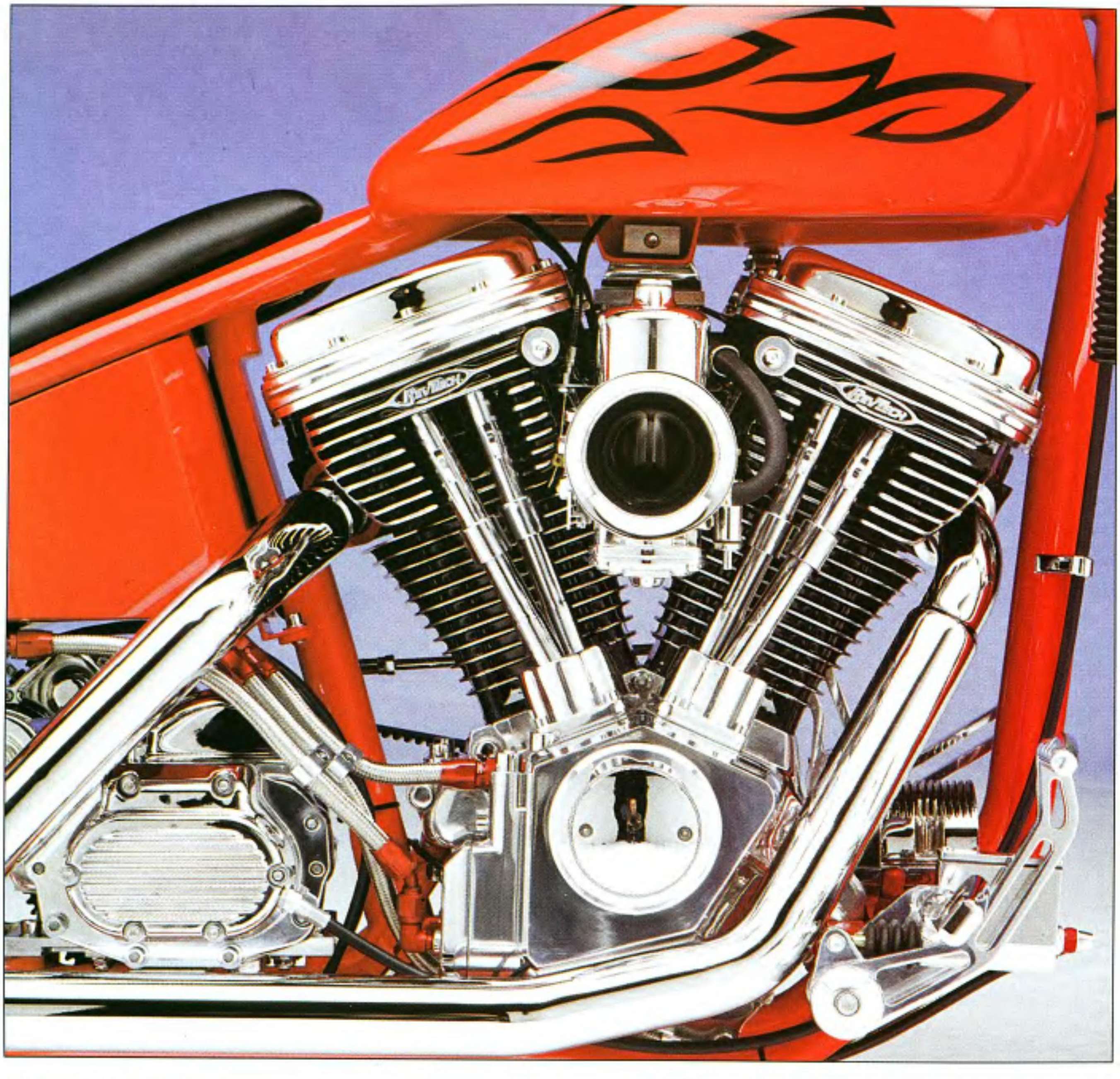
The self-proclaimed leader of the rebellion led his band of renegades with heart and passion. The ragtag lot would follow this man to hell or Valhalla, as long as there was a battle to be had. The leader brought his red rigid to a rumbling halt and the cycle clan pulled up behind him in a thunderous cacophony. "Look alive, lads," he yelled over the din, his long raven hair whipping defiantly in the smoky wind.

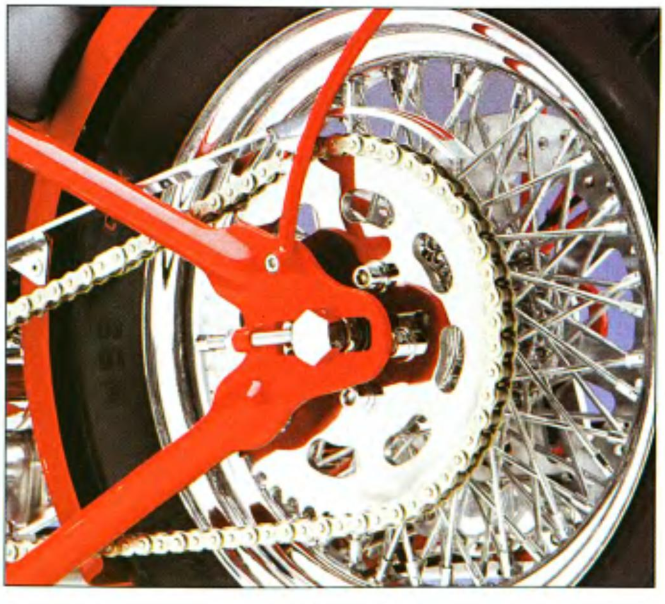
In the distance, over the next rise in the roller coaster that the freeway had become, the bikers caught their first glimpse of the flat black war wagons, orange sunlight glinting off the armored carrier's lethal machine guns. This final stand had been decades in the making, beginning with Big Daddy government taking away the small freedoms in the name of safety. Seemingly innocent seat belt laws, anti-smoking laws, and helmet laws led to restrictions against eating meat, sex outside of marriage, and finally ... Big Daddy tried to take away our guns. Big mistake.

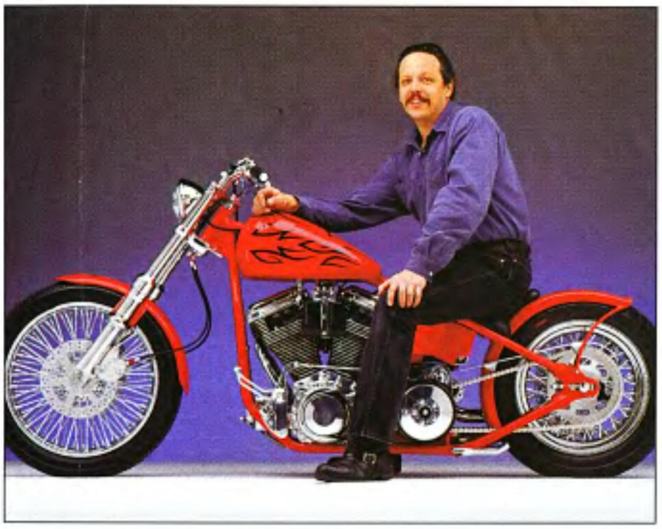
The leader pulled the outlawed shotgun from the holster strapped to his back and held it high in the air for all to see. "All right brothers," he boomed, "let's give the world back its heroes!" And with that, the →











ragged riders, undernourished and out-numbered, road into battle ... and won their freedom.

The war cry in my head gave way to a dull pounding. My blurry eyes tried to focus on the nearly empty bottle of Jack Black and the bike feature next to it. My television was awash in snowy static, and the VCR still contained my copy of *Braveheart*. I smiled at the photos of the arrest-me-red rigid barhopper with the nasty tribal flames, admiring the deadly combination of bad-ass looks and kick-ass performance.

Larry Curik of Brecksville, Ohio, knows something about building no-nonsense scooters, from the ground up. Details? That's why God invented tech sheets. So what does my Jack Daniel's-induced dream of police states, renegade rebellion, and freedom have to do with this bike feature? Everything, man, ... everything. —*Phantom*

**BEST RADICAL CUSTOM**
*Easyriders* Bike Show Tour, Detroit, Michigan, February 8, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1998.

**Owner:** ........ Larry Curik
**City:** ........ Brecksville, Ohio

**General**
Fabrication: ........ Jeff, Steve, Larry
Year/make: ........ 1997 custom rigid
Model: ........ Barhopper
Value: ........ $35,000
Assembly: ........ owner
Chroming: ........ Custom Chrome

**Engine**
Year/model: ........ 1997 Evo
Rebuilder: ........ owner
Ignition: ........ Crane/Dyna/ACCEL
Displacement: ........ 80 cubic inches
Pistons: ........ RevTech
Cases: ........ STD
Heads: ........ RevTech, Pan tops
Cam: ........ Rev 30
Carb: ........ SU
Pipes: ........ Samson (hacked)
Modifications: Performance Eng., JIMS lifters

**Transmission**
Year: ........ 1997 Sputhe
Modifications: Andrews gears, P.M. shifting, Primo 3-inch belt, power plate clutch

**Painting**
Molding: ........ Renegade Graphics
Painter: ........ Nick Pastura
Color/type: ........ arrest me red/PPG
Special paint: ........ graphics by Pat Beck

**Frame**
Builder: ........ Paughco
Type: ........ rigid
Shocks: ........ rigid
Modifications: ...33-deg. rake, 2-in. stretch

**Accessories**
Bars: ........ drag
Handlebar controls: ........ P.M., chrome
Fenders: ........ handmade by Bubbles
Headlight: ........ H-D
Taillight: ........ catseye, CCI
Dash: ........ none
Pegs: ........ Performance Machine
Foot controls: ........ P.M. , chrome
Gas tank: ........ custom, Bubbles
Oil tank: ........ Flash Engineering
Seat: ........ owner
Mirrors: ........ none
Grips: ........ rubber

**Forks**
Type: ........ H-D wide glide
Modifications: ........ 2 under

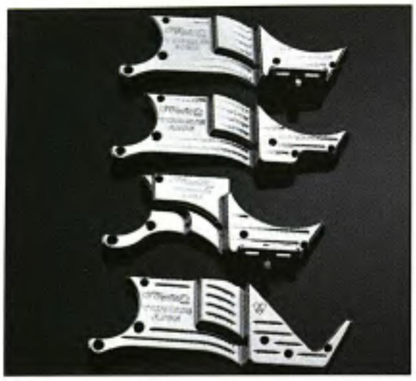
**Wheels**

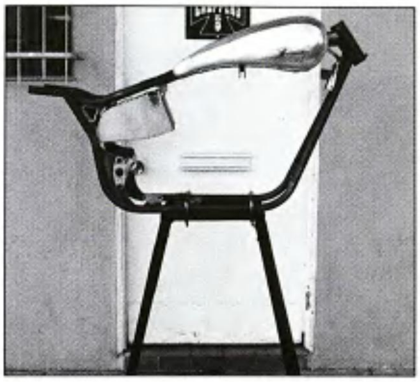
**Front**
Type: ........ Hallcraft
Size: ........ 19-inch
Tire: ........ Metzeler
Brake: ........ P.M., Kevlar lines

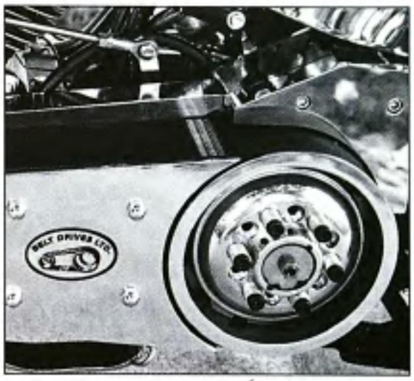
**Rear**
Type: ........ Hallcraft
Size: ........ 16-inch
Tire: ........ Metzeler
Brake: ........ P.M., Kevlar lines

**Photos:** ........ Mike Lichter

# PARTS BOX







**Carlini's Torque Arms**

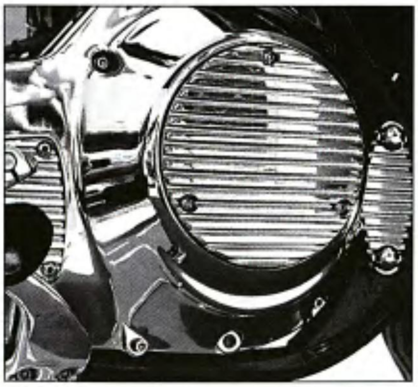
All right, I ran this product before, but it's been bouncing around the market for three years and Tony says that no one has broken a primary who has had one of his torque arms installed. The line has expanded to include Dynas and Softails. The arm connects your bike's motor and transmission (opposite the primary side), adding stability. Less stress and strain on the drive line. Before you break your inner primary, contact Carlini Design, Dept. ER, 17516 Von Karman Ave., Irvine, CA 92714; (800) 398-0222.

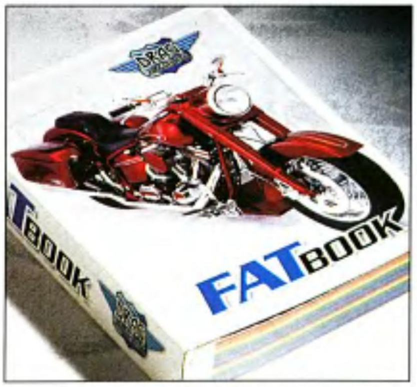
**Jesse James Bike Stand**

Now here is the most simple, convenient and light motorcycle stand around. No jacks, pulleys, or electric windows—just the damn stand, two casters, and a couple of clamps to hold your beloved in place. That is all he said, and that is all I'm gonna say. For the real deal, contact Mr. James at West Coast Choppers 16243 Minnesota Ave., Dept. ER, Paramount, CA 90723, (310) 531-9777.

**3-Inch Electric Start System**

This unit features a one-piece aluminum CNC-machined plate with a recessed starter gear pocket and a sealed double row main shaft bearing for maximum rigidity. The starter bendix gear is included and the starter housing is designed to cover the ring gear for a clean look. The contoured side cover is designed for safety and puts the finishing touch on the unit. This puppy will move the weight inward toward the main shaft, eliminating the gyro effect of stock units. Call Belt Drives Ltd. at (714) 630-1433.






**Tank Bibs From Mustang**

Would you put anything on your bike called a tank bib? Come on. All right, so we call 'em sissybars. I guess I can swallow the bib routine. Mustang is kicking out three new Tank Bibs for Low Rider models (FX '77-'84, FXRS '88-'92, and Dyna Low Riders '91-'97). They're contoured to tightly hug the tank with no gaps, and a soft felt backing prevents damage to the paint. Call Mustang for the real skinny: (800) 243-1392.

**Billet Finned Covers**

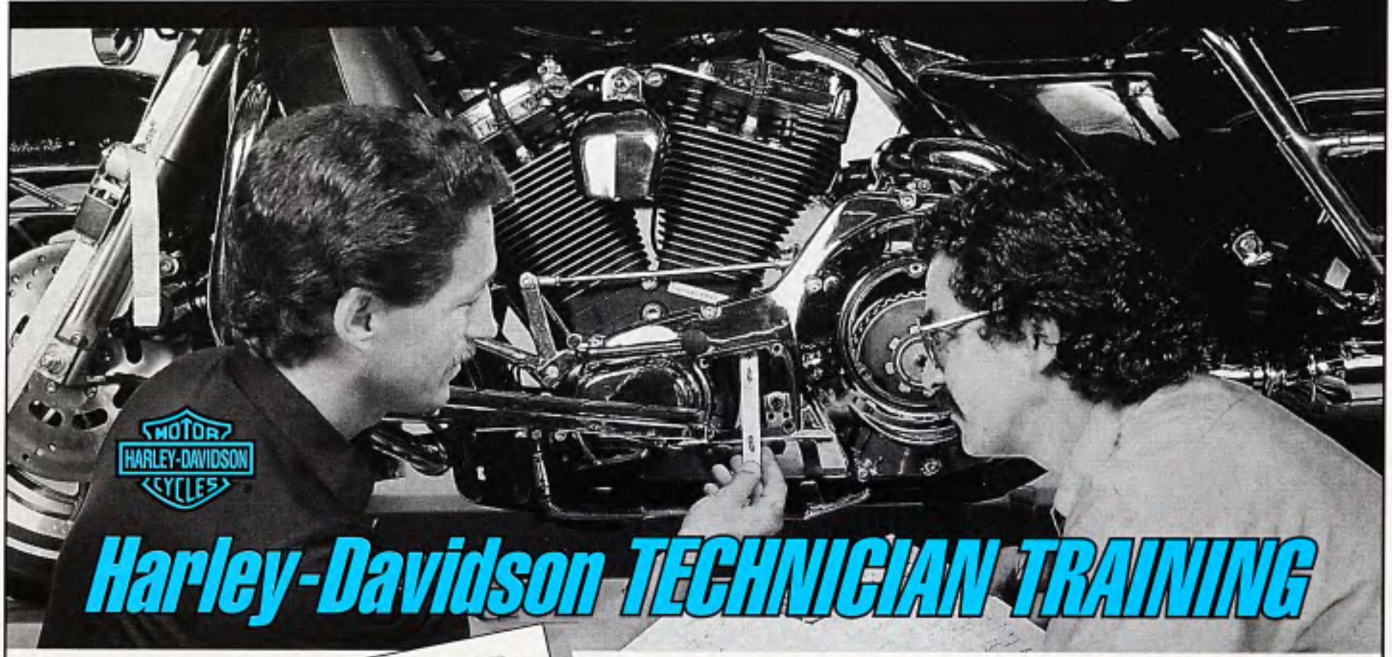
I know both the main men behind Custom Cycle Engineering. They've been around for more than a couple of decades and I won't run anything but their rubbermounted riser on any of my bikes. This is their set of no leak, slotted, billet covers. Polished or chromed, the selection includes derbies, inspection covers, point covers and master cylinder lids for Softails and FXRs and swingarm pivot covers for FXRs. Call (800) 47-CYCLE for more info.

**Drag Catalog**

This is the largest Drag Specialties Catalog to ever clog up the presses. It features more than 800 ground-shaking pages with more parts than we could count this week—all for Harleys. Check it for shit that will make your bike handle, look, and perform better than you ever imagined. Don't call or write, just stomp into your local shop and demand to buy one, then rent a forklift to haul it home.

# Motorcycle Mechanics Institute

A DIVISION OF CLINTON TECHNICAL INSTITUTE




# Harley-Davidson TECHNICIAN TRAINING

The **Motorcycle Mechanics Institute** staff has taught factory-trained staff has taught Harley-Davidson dealer and entry-level technicians since 1982.* **Harley-Davidson Motor Co. supports only the Motorcycle Mechanics Institute.** With their contributions, our state-of-the-art facilities in Phoenix and Orlando are fully equipped with all the vehicles and assemblies you'll need for comprehensive professional training. All special tools and equipment are provided for you by MMI. If you want to work in the rewarding field of motorcycle service, the **Motorcycle Mechanics Institute** has the dedicated staff and product to take you there.

* The Harley-Davidson Late Model program is a Motorcycle Mechanics Institute entry-level program not a Harley-Davidson Motor Co. program. It is, however, the only program in the United States of America supported by Harley-Davidson Motor Co.

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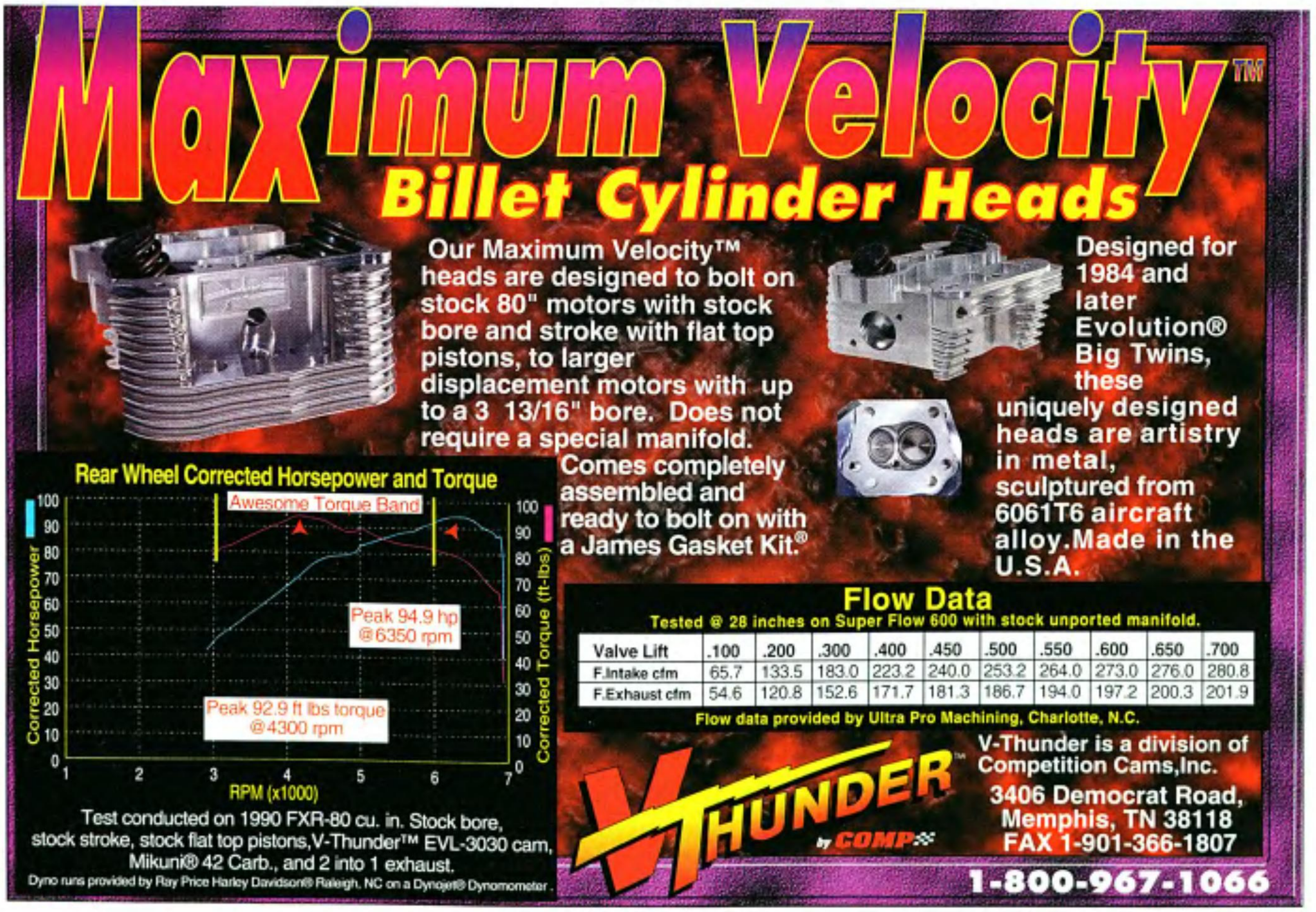

Maximum Velocity™
Billet Cylinder Heads
Our Maximum Velocity™ heads are designed to bolt on stock 80" motors with stock bore and stroke with flat top pistons, to larger displacement motors with up to a 3 13/16" bore. Does not require a special manifold.
Comes completely assembled and ready to bolt on with a James Gasket Kit.®
Designed for 1984 and later Evolution® Big Twins, these uniquely designed heads are artistry in metal, sculptured from 6061T6 aircraft alloy. Made in the U.S.A.
Rear Wheel Corrected Horsepower and Torque
Awesome Torque Band
Peak 94.9 hp @6350 rpm
Peak 92.9 ft lbs torque @4300 rpm
Corrected Horsepower
Corrected Torque (ft-lbs)
RPM (x1000)
Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.
Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer.
Flow Data
Tested @ 28 inches on Super Flow 600 with stock unported manifold.

| Valve Lift | .100 | .200 | .300 | .400 | .450 | .500 | .550 | .600 | .650 | .700 |
|---|---|---|---|---|---|---|---|---|---|---|
| F.Intake cfm | 65.7 | 133.5 | 183.0 | 223.2 | 240.0 | 253.2 | 264.0 | 273.0 | 276.0 | 280.8 |
| F.Exhaust cfm | 54.6 | 120.8 | 152.6 | 171.7 | 181.3 | 186.7 | 194.0 | 197.2 | 200.3 | 201.9 |

Flow data provided by Ultra Pro Machining, Charlotte, N.C.
V-Thunder™ by COMP
V-Thunder is a division of Competition Cams, Inc.
3406 Democrat Road, Memphis, TN 38118
FAX 1-901-366-1807
1-800-967-1066

# FREEWAY FLYER

## NEW BIKE FOR AN OLD TRAMP

I ride a lot, and I mean *a lot*. My scooter is my primary means of transportation, rain, snow, whatever. For the past five years or so, I've been poundin' the living crap outta my '86 FXRD. It's not unusual for me to leave the office and knock off 400 miles goin' to some meeting or other in who-knows-where, and get back home in time to catch a few zs before hitting the grind again the next morning.

The point of tellin' you all this is to let you know that I don't take cruising lightly. A tough road warrior is more important to me than just about anything. And one of the reasons I was still riding an 11-year-old scoot, was that I never thought I'd be able to find a new model that would handle and be as good on the long haul.

That held true till I watched Bandit build this dresser project for the ride to Sturgis last year. He designed the stretch and rake to roll down the highway like the choppers of our memory, yet still have some of the touring comforts. Well, I liked riding "the dresser," as it's come to be called, so much that I used every excuse I could think of to hold on to →

CAL
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Lights
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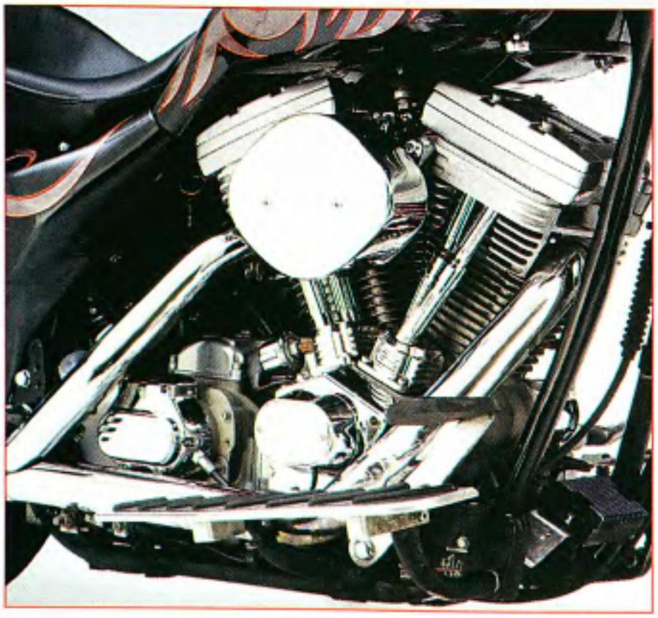
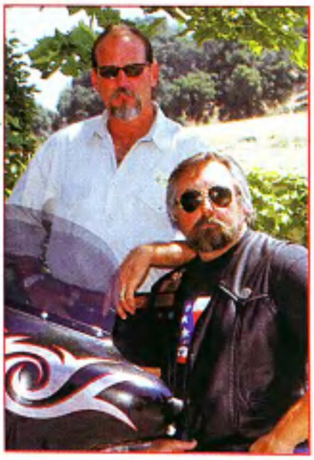


it after his return. I also dropped hints, like anvils hitting the blacktop, about how it would sure be nice to own this beauty. Well I don't know if it was karma, or if I just became so obnoxious he couldn't stand it, but, for whatever reason, Bandit turned to me one day and said, "Why don't you just buy that fuckin' thing? You're never gonna give it back to me anyway!" How can you argue with a boss like that?

You'd be amazed how fast the project got finished, now that I had the pink in my pocket. And I gotta tell ya, Marty Ruthman at Hi-Tech Customs in Van Nuys, California, did the true number on the frame. This baby loves 90 mph, and rolls straight as a string. The combination of Roger Kallins at XRV, in Glendale, Calif., and Edelbrock Equipment parts cranks out 90-plus horsepower. And Mike Lisandro's tribal flames and bodywork and the Ron Simms' bags make this the total package, and me a happy, new bike owner. It just goes to show that all things come to those who wait ... and complain enough! *—Oz*



**Owner:** ......Mike Osborn
**City:** ......Ventura, California

**General**

Fabrication: ......Hi-Tech Customs
Year/make: ......1995 Harley-Davidson
Model: ......FLH
Value: ......$30,000
Assembly: ......Hi-Tech Customs, XRV
Chroming: ......Quality powdercoating

**Engine**

Year/model: ......1995 Evo
Rebuilder: ......Roger Kallins, XRV
Ignition: ......Compu-Fire
Displacement: ......80 cubic inches
Lower end: ......stock
Cases: ......H-D
Heads: ......Edelbrock
Cam: ......Edelbrock
Carb(s): ......Edelbrock QwikSilver II
Pipes: ......H-D
Modifications: ......Ness cone cover, rocker blocks, and Edelbrock pushrod tubes, QwikSilver II air cleaner, static balancing

**Transmission**

Year: ......1995
Modifications: ......Ness cover

**Painting**

Molding: ......Mike Lisandro
Painter: ......Mike Lisandro
Color/type: ......pearl black/urethane
Special paint: ......tribal flames

**Frame**

Builder: ......H-D, Hi-Tech
Shocks: ......H-D
Modifications: ......15-over rake, 3-inch stretch, White Bros. lowering kit

**Accessories**

Bars: ......dresser
Handlebar controls: ......factory
Fenders: ......Lisandro
Headlight: ......Headwinds
Taillight: ......Hi-Tech
Speedo: ......H-D
Dash: ......Hi-Tech extension, chromed
Pegs: ......Ness
Gas tank: ......Lisandro stretch
Oil tank: ......H-D
Oil system: ......Jagg oil cooler
Seat: ......Corbin
Mirrors: ......Drag Specialties
Grips: ......Drag Specialties

**Forks**

Type: ......wide glide
Builder: ......H-D, Hi-Tech
Modifications: ......4 over, Progressive springs, long cans, powdercoated

**Wheels**

**Front**

Type: ......H-D
Size: ......16-inch
Tire: ......Continental
Brake: ......H-D

**Rear**

Type: ......H-D
Size: ......16-inch
Tire: ......Continental
Brake: ......H-D

**Photos:** ..R. Hartman, M. Cuff, D. Mazell

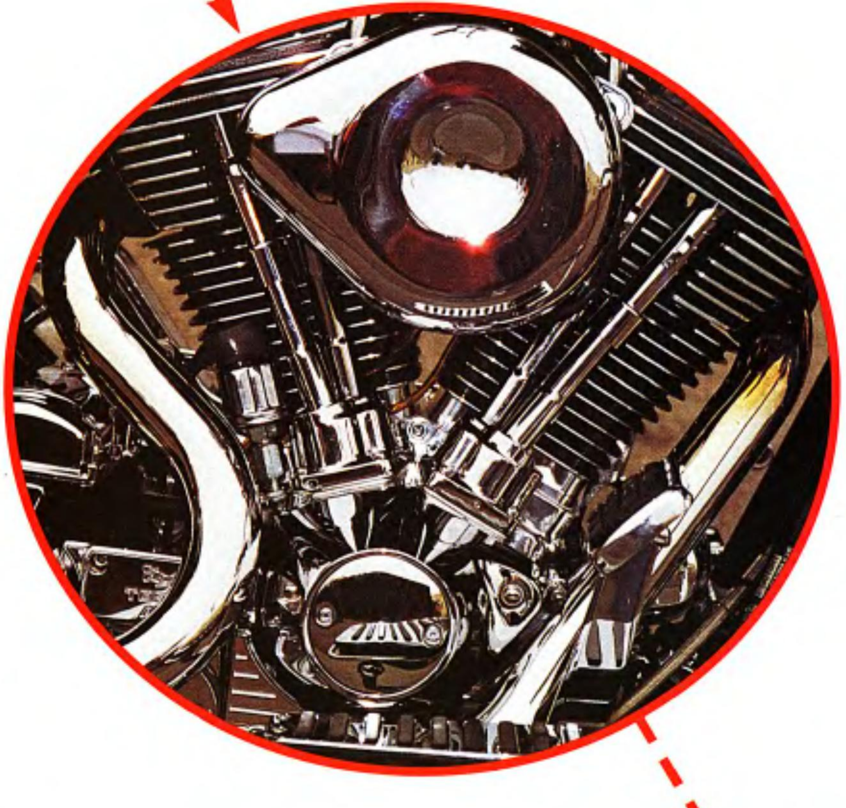


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Photo by Bill Ellis, courtesy of PPI.

# You've had an accident... You need Russ Brown.

**If You've Been Hurt in a Motorcycle, or Automobile Accident, or need some advice about any Personal Injury, call Russ.**

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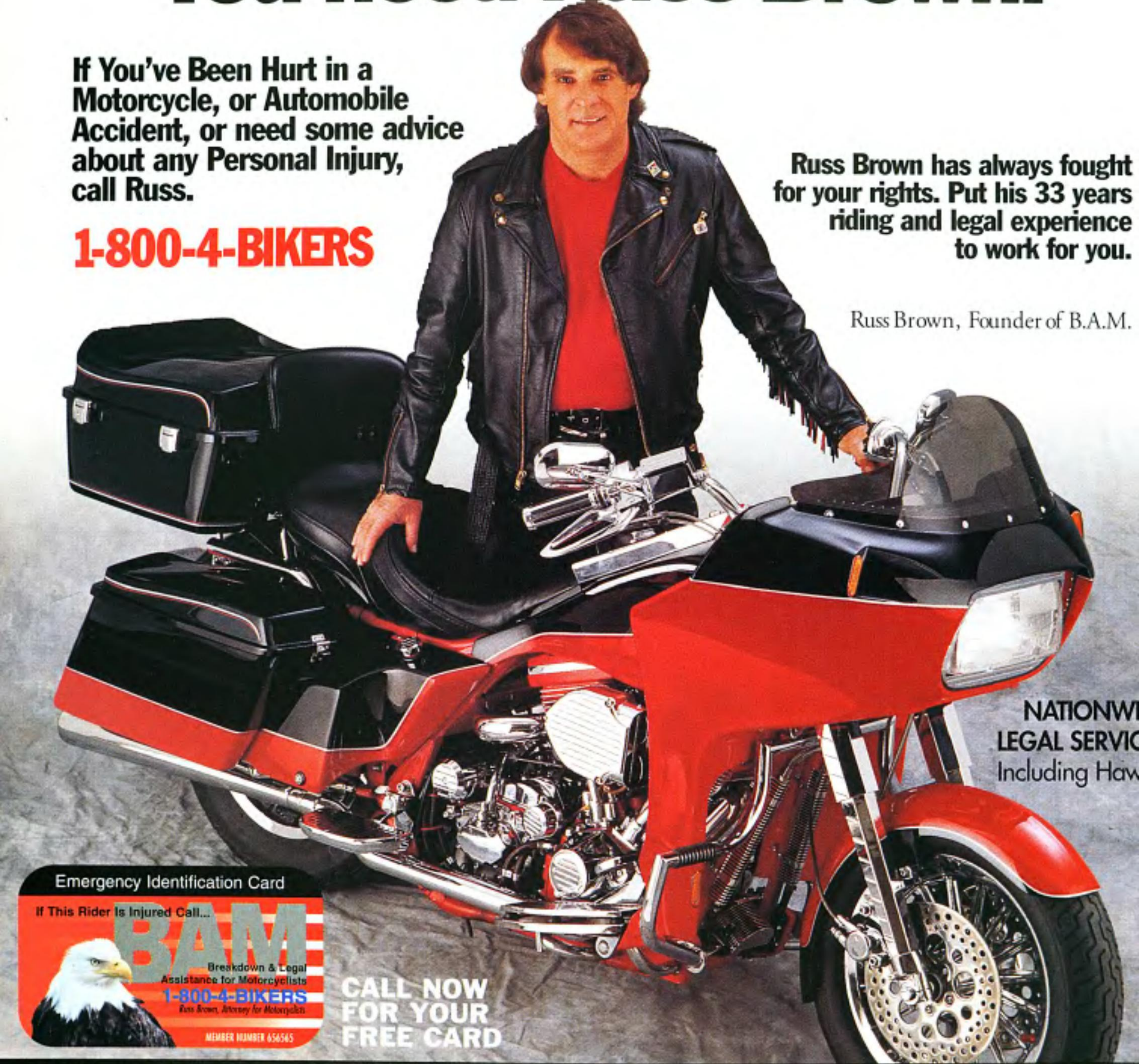
Russ Brown, Founder of B.A.M.

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# Easynews

IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

# GO FULL THROTTLE OR DON'T GO AT ALL

### Biker Dies—Senator Skates

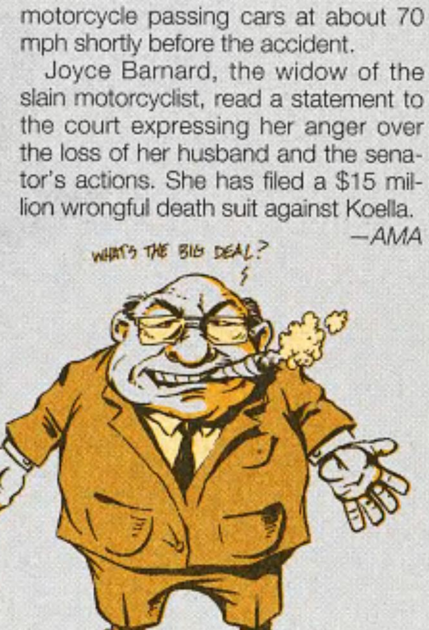
State Senator Carl O. Koella Jr. pleaded no contest to the misdemeanor charge of leaving the scene of a fatal accident in which motorcyclist Terry Barnard was killed last October, reports the American Motorcyclist Association (AMA).

The plea was part of an agreement between Koella and Prosecutor Gus Radford in exchange for the senator avoiding a trial on felony charges. He was fined $2,500 and sentenced to perform 30 days community service. Koella's driver's license was also suspended for a year.

According to eyewitness reports, the accident occurred when Senator Koella made a left turn across the southbound lane of U.S. Route 321 in Blount County, south of Knoxville. Police reports indicate that Barnard struck the side of the senator's van and caromed off it into a car that was stopped behind the van. Koella stopped briefly to inspect his vehicle after the collision, but then got back into the vehicle after the collision and drove away. Eyewitnesses at the crash scene estimated that Barnard's motorcycle was traveling approximately 45 mph in the 50 mph zone, although a new witness at the trial testified that he saw a motorcycle passing cars at about 70 mph shortly before the accident.

Joyce Barnard, the widow of the slain motorcyclist, read a statement to the court expressing her anger over the loss of her husband and the senator's actions. She has filed a $15 million wrongful death suit against Koella.

*—AMA*




### New CMDA Executive Director

The California Motorcycle Dealers Association (CMDA) announced their new management team, one designed to lead them into the 21st century. This team has a new and modern look that is exemplified by its executive director, Hamster Wayne Thomas. Wayne will be backed up by a longtime *Easyriders* contributor and motorcycle government affairs specialist John Paliwoda.

While staying on top of all of CMDA's traditional issues, such as working to keep the California Motorcycle Training Program (CMSP) functioning, they have already brought a new spirit of activism to the association. CMDA has thrown its weight behind Denise Ducheny and her bill AB 1412 to amend the helmet law, and is also supporting the American Motorcycle Association's bill, AB 1268 by Brett Granlund, which would forbid the banning of motorcycles in common interest developments, such as condos, and any other communities run by a homeowners association.

We need all the help we can get, so a million thanks to CMDA for making a great choice.

*—Oz*

### Harley Joins Coalition

Hey, this is just in from the factory: The H-D Motor Company has recently joined a multi-industry coalition urging the U.S. Supreme Court to lift the ban on allowing a manufacturer to set maximum retail prices for its products.

The Coalition for Fair Consumer Pricing, composed of several dozen companies including Harley-Davidson, General Motors Corp., and Eastman Kodak Co., filed a brief asking the Supreme Court to reconsider its stance on setting maximum retail price limits. Their interpretation of federal antitrust laws currently prohibits this pricing practice.

### Don G. Lindley Memorial Run

On August 24, 1997, beginning at 8 a.m., we will again invite any and all freedom-loving Americans to come out to the Falling Springs Conservation Lodge, 2100 LePere Lane, Dupo, Illinois, for our annual Don G. Lindley Great River Road Ride Car and Motorcycle Show. This event will benefit dying and disabled Vietnam Veterans throughout the area.

For more information call Gary Otremba (618) 234-9963, Norm Sheble (618) 337-2258, or Mary Dodson (618) 236-2592.

*—Gary Otremba*

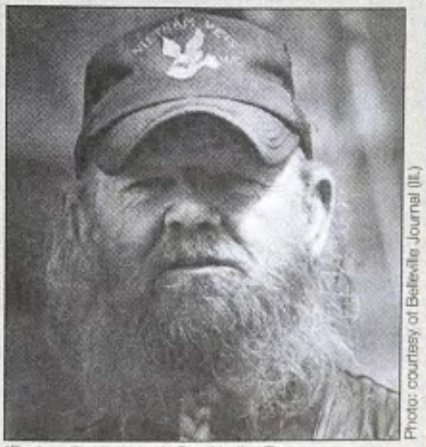


Photo: courtesy of Belleville Journal (IL)

"Panhead" at last year's Don Lindley Run.

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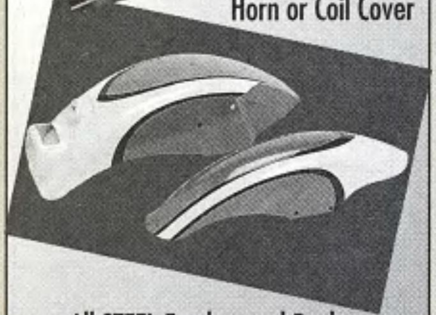
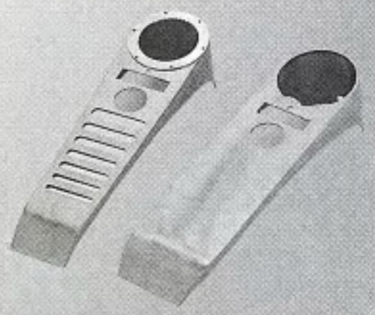
Air Cleaner
Horn or Coil Cover



All STEEL Fenders and Dashes



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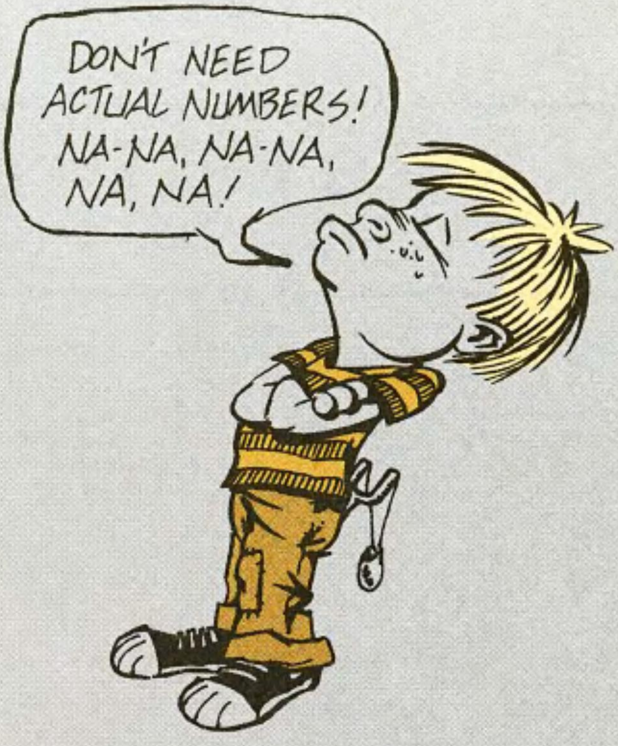
# SHACK OF SHAME
## UNITED CEREBRAL PALSY




Bikers, as we all know, are among the most generous folks around. Give them a cause and they will dig into their pockets till it hurts. With this in mind, it never ceases to amaze us when we run into one of these charities opposing our individual freedom and legislation.

United Cerebral Palsy (UCP) is just such a charity. We first ran into them a couple of years ago, and then again last year in California, during our successful run through the State Assembly, with our helmet law amendment. The lobbyist for United Cerebral Palsy, Jerry Reynolds, has since been testifying against us regularly. When we asked him why they felt they needed to be there, he told us that it was their position that bikers with head injuries competed with his Cerebral Palsy folks for bed space and public dollars. When we asked him if he had any actual numbers to back up this hypothesis, he answered, "No."

> IT WAS THEIR POSITION THAT BIKERS WITH HEAD INJURIES COMPETED WITH HIS CEREBRAL PALSY FOLKS FOR BED SPACE AND PUBLIC DOLLARS

He went on to tell us that they did not need any statistics to know that their position was right, and they would be remiss if they did not take a stand against us.

As we talked further, I pointed out that bikers might take a dim view of supporting a charity that politicized itself against motorcyclists' rights. He replied that he felt that bikers deciding not to support his charity would not have any real effect.

We reached his boss, Nancy Oro, the chair of UCP in California, and while she was very polite, she felt she was justified in intruding into our lives. So, if you are thinking of digging deep to support United Cerebral Palsy, you might want to give them a call and ask why you should support a cause that will not support your freedom!

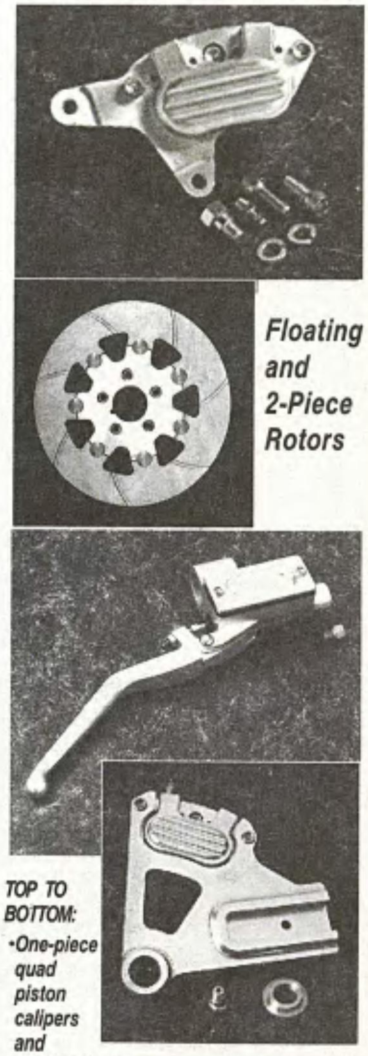
—Oz

# SHORT STROKES
## RISKY BUSINESS

I have a code. If you get a break in life, don't treat it lightly. Watch your back and be careful. In my younger days I ignored the code and went to jail on account. Couple of weekends ago, I backed the silver Dyna out of my garage and it popped to life as always, rumbling slowly against the mountainside. Weaving through the hills to Beverly Glen, I passed joggers and couples out strolling in the morning sun. One hundred yards before the Glen, a fast-moving thoroughfare weaving from my side of the mountain to the west side of L.A., my narrow road descended sharply to a boulevard stop. Traffic was mild but slipping by at over 50 mph. Depressing my GMA brakes, the usually stable scoot slid sideways abruptly. I released the brake before being dumped on the rugged asphalt. The bike righted itself and headed headlong for the intersection. I hit the brakes again and again it spun sideways. I was getting perilously close to the intersection and the fast-moving traffic. I let go, the bike straightened, then I depressed the brakes again. I didn't have time to play first with the front brakes then the rear to determine the culprit. The front wheel crossed the white line, I hit the brakes once more and brought the bike to a halt, less than a yard from doom. I looked immediately to the rear to trace the pool of oil I was sliding in. It didn't exist. Then I smelled gas. Looking over the left side of my tank I discovered my gas line had separated from the fuel filter and was pouring fuel on the bike, pavement and if I was rolling, directly in front of the rear wheel. I stopped the flow of fuel, shut off the Pingle petcock and the ignition and moved the bike carefully away from the puddle of gas while the fumes streamed off the bike. Close. One false or unlucky move, and I would have been a flaming roadkill cocktail, lead into vehicle slaughter. I rode mighty careful for the next 15 to 20 minutes. Here's the news: **I don't usually mention other bike rags** but here's what *American Iron* had to say about helmet use, "For the record, here's our editorial stance on helmets: We advocate helmet use, but are firmly against any and all mandatory helmet legislation." To some that's reasonable, at least they are against restriction. To others that's an oxymoron...**A year after Florida required kids** to wear helmets on bikes, the House voted 58-57 to allow adult motorcyclists the freedom to choose—hooray!...**And for the convict of the month**: A 10-year-old kid's confession for etching his name in 350 feet of wet cement was thrown out because he wasn't read his Miranda rights. The kid has half a chance of beating the rap, 'cause the authorities who arrested him for felony malicious destruction of property stripped-searched the kid and questioned him without his ma present. If only I was 10 when I was arrested...**Here's an interesting quote** from an article by Brian Doherty, "We crave control. Vain attempts to manage the unmanageable at any cost are the strongest impetus turning citizens into supplicants, begging for a government solution to every potential problem." This was part of an article about the Empire State Building shooting spree by Palestinian immigrant Ali Abu Kamal. The anti-immigrant, anti-gun lobby loved it. If we get rid of everyone and prevent the remaining from doing anything, almost nothing wrong will happen—that's my quote...**And finally the biker-makes-good report**. Seems this ditzy woman locked her kids in her car and walked into a store. The car rolled out of the parking lot toward a busy intersection as a biker strolled out of a saloon, and ran to intersect it... That's it for the news. I replaced the hose clamp on the Dyna, rode to town and partied with the bros. For a week, I watched my back. That is, until the River Run set me loose to roam those open roads leading into the desert, the lanky, tanned women who can't cut their shorts short enough, and a river fulla J.D. to release the evil spirits in me. Lost to the madness, I straddled the wild side again—ride forever. —*Bandit*

NEW 1996

FROM GMA



***Floating and 2-Piece Rotors***

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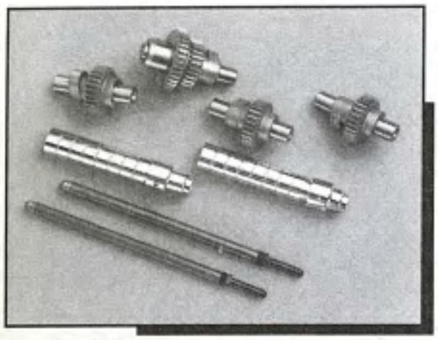

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# ROAD TUNES

Popa Chubby

Big tattooed guys in black T-shirts are pretty common within our "social circle." But a guy like that with the musical talent of Popa Chubby is as rare as a moped at Sturgis.

Combine the intense feel of the blues with the power of rock, mix in some gritty blue-eyed soul, and you've got Popa Chubby. Born in the Bronx and raised in Queens, he is as streetwise as an old alley cat. His tunes shoot from the hip.

With four discs to their credit, *It's Chubby Time, Booty and the Beast, Gas Money*, and the screamin' live *Hit The High Hard One*; the music of the Popa Chubby Band fits the true definition of "road tunes"—no b.s., just a ballsy trip through the realities (and occasional fantasies) of life.

Another bro who deserves a tip of the battered black cap is the legendary rocker from Detroit, Ted Nugent. In a politically correct world where many musicians have chained themselves to spotted owls, hog-tied themselves to trees, and jumped into other activities designed to seal off all of nature from the evil of human beings, Nugent recently traveled to our nation's capital to go toe-to-toe with Congress. An avid bow hunter, Ted was pleading the case for less extreme environmental laws.

A coupla years ago at the Ventura Beach Run I caught bluesman King Ernest workin' hard for the crowd gathered there on the shore. At long last he has a CD in national release, *King of Hearts*, and it cooks ... some good "road tunes," indeed.

Another fine "pick-to-click" is Deborah Coleman's new disc. Deb is a powerhouse guitarist and vocalist. With the weather lookin' good and a full tank of gas in my Super Glide the title of her CD fits my mood—*I Can't Lose!*

—*Bill Hayes*

# SOOOWEEET!
## JUDGE RULES FOR HOG FARM

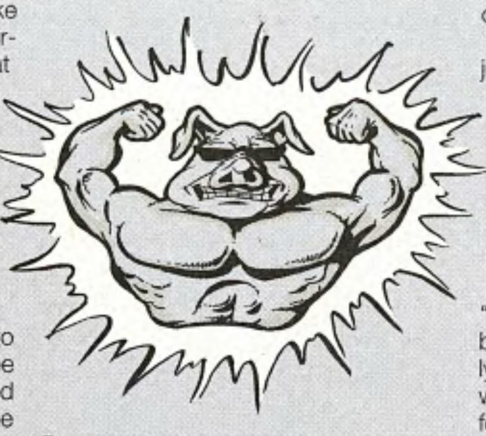
A court battle spanning the last five years is finally drawing to a close. In the early '90s, H-D launched a nationwide campaign to trademark the word "Hog." They sent notices to every bike shop in America specializing in repairing, restoring and selling Harleys that might have used their name or logo.

Ronald "Grott" Grottanelli and his wife, Ruth, opened The Hog Farm in West Seneca, N.Y., in 1969. Their reply to Harley's request to change their name? "No way!"

In April '92, Grott was approached by Bill Wood, Harley's trademark enforcement officer. He invited Grott to dinner. Grott wisely took along a tape recorder and surreptitiously recorded the meeting. That tape would become evidence years later.

During dinner, Wood admitted that H-D has disassociated themselves from the term "Hog" in the past. He further conceded that Grottanelli's Hog Farm had superior rights to use the name "Hog," but H-D still insisted that Grott change his name.

Despite this, legal proceedings were initiated and a federal case ensued. Harley tried but was unable to suppress the tape as evidence.



Four years and more than $100,000 later, Grott and Ruth finally prevailed in court over the Motor Company!

On the third week of March, Federal Judge Edmund F. Maxwell ruled in favor of The Hog Farm, allowing them to keep their name and trading area: the entire United States!

In addition, Grott's attorneys were able to prove that H-D *never* used the word "Hog" before the '80s. Plus, "Hog" was a generic term used on other brands of bikes.

Less favorable to Grott was the judge's ruling on The Hog Farm logo, featuring a cool hog with shades, wings and a variation of a bar and shield with an "American-Made" banner over the word Motorcycles. The judge ruled in Harley's favor.

"The Hog Farm's logo is not so popular because of the bar and shield but because people love the "unauthorized dealer" in the logo's bottom banner," said Grotto. "It is likely to be even more popular now that we've kicked Harley's ass! If we are forced to create another logo, I guarantee Harley won't like it either."

The judge also ruled against the popular game created by Grott called "Hog Trivia," which is based on the products and history of H-D. If you haven't gotten one of these games yet, you'd better hurry. They will surely be collector's items. —*CRD*

# KENT CUSTOM BIKE SHOW
## SHOWCASING BRITAIN'S FINEST

It has been a hard fought struggle for the Kent Custom Show to stay Britain's best-loved bike show, but the Kent Hells Angels have battled through all the red tape and bullshit. More importantly they listened to all the bikers who attended their annual show.

For the last few years the show has been held at the vast Angel Park site near the picturesque seaside town of Dymchurch.

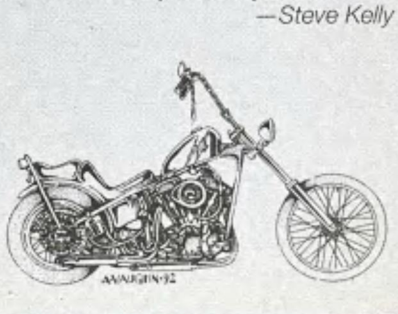
Britain has been crying out for a bike-only show that is true to the lifestyle, and the show was an instant success, with the close proximity to the ferry ports enabling bikers to come from all over.

With its cosmopolitan air, the Kent Custom Bike show is the nearest Britain comes to hosting an event like Daytona or Sturgis. Never before had I seen such a line of bikes and bikers waiting to enter. This was going to be one hell of a party! The HAs were great hosts, their hand of friendship was instantly given to everyone.

On Friday night everyone was in a full-tilt party mode. I'd like to tell you about all the bands I saw, but I'd be lying if I listed them. I did catch the Counterfeit Stones, who you might've guessed by their name are a Rolling Stones tribute band. They were ace, but I hadn't gone to Kent to watch bands; I'd ridden there to party with bikers, drink way too much beer, and shoot shit, so that's what I did ...

As you would expect of Europe's oldest custom bike show, it was full to bursting with stunning rides. But Kent wouldn't be Kent without the wet T-shirt competition. This was held on the huge stage in between bands. All I can say is you had to be there. Once you had had your eardrums perforated by the volume, your throat quenched by the beer, and your loins stirred by the ladies moving and grooving on stage, there were more attractions vying for your attention. There was a vendor-packed swap meet, the ever-popular wall of death, or, you could make yourself sick by spinning around on the fairground rides or jumping off a crane with a rubberband around your ankles. But just like the HA stated in their show advertisements, what made the 18th Kent Show was "an increasingly friendly atmosphere." Now that's something I'll drink to. See you next year.

—*Steve Kelly*



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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

# CYCLE
## KING??

Northern bros, look out. On the battlefield of the Canadian biker's rights movement, there exists a new and clear danger. This latest assault on our freedom is called the "Cycle King," from Kingsway General Insurance Co., of Missauga, Ontario.

Upon contacting them, I was informed that I was this broker's first inquiry and contact with Kingsway. Arriving at her office, I faced a very nervous and extremely embarrassed agent who proceeded to tell me, that: 1) Kingsway wasn't sure they could offer me a physical damage plan; 2) The only deductible available would be $1,500; 3) They required an appraisal of my ride; 4) They required a picture of my license plate on the bike, and the kicker; 5) They required a picture of me!

I'll leave it to you, and let your mind travel with this. Better yet, give Kingsway a call at (800) 265-5458 and ask for a quote.

*—Brian Dodds*

*Editors note: We contacted Kingsway for their side of the story. Their rep., Steve Smith, said that insurance was discriminatory by nature and they required pictures of all H-D owners requesting insurance, due to the high incidence of theft and fraud. When asked if Kingsway required an owner of an Oldsmobile Cutlass, the most stolen car on the continent, to provide a picture of themselves, he said no. Why not? He said that everybody knows motorcycle gang members only ride Harleys. Interesting attitude for a company advertising itself as the "Cycle King!"*

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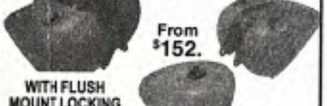

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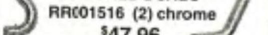

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# AMI SHOOTOUT

Photo: Rip

The American Motorcycle Institute, a division of AMI, Inc., Daytona Beach, Fla., has crowned Dan Vance, Domestic Brute Horsepower Champion for 1997 at the Daytona Bike Week Shootout.

Dan posted 185.4 hp with his 142-cubic-inch H-D drag bike to win the Domestic Unlimited Class for the second year in a row. This class was closely contested with second place winner Robert Smalley posting 179.2 hp aboard his 106-cubic-inch Harley-Davidson.

The 80-cubic-inch H-D Class was also hotly contested with Richard Veneziano taking the top honors with 120 hp. "Biker" Bob Guilbeau, took second place with 117.4 hp. Horsepower in this class crept up slowly during the week, with the three top competitors, Veneziano, Guilbeau, and John Gringas, testing their tuning skills to squeak the last 10th of a horsepower out of their Harleys. In the end, Richard was the victor in this extremely competitive class.

Robert Johnson was originally awarded first place in the 1201-1340cc Domestic Street class with 113.9 hp and Wes Brown, second place with 113.6 hp. However, upon discovering a computer error, it was determined that Brown actually had 114.0 hp, and he was awarded first-place honors, with second place going to Johnson. This problem will be eliminated in the future by Dynojet's upcoming software release that will automatically register peak hp rather than having to access the information manually.

The AMI would like to thank *Easyriders* and *Quick Throttle* for their generous support of the 1997 AMI Brute Horsepower Shootout.

—*Twiggy*

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# WHAT'S HAPPENING

**ALASKA**
Bike Rodeo
Date: August 9-10
Place: Anchorage
Info: (907) 522-8574

Sturgis in Alaska
Date: August 16-17
Place: Anchorage
Info: (907) 522-8574

Labor Day Run
Date: August 30-31
Place: Kenai
Info: (907) 522-8574

**ARKANSAS**
ABATE Dist. 10 Bike Show
Date: August 16
Place: Hope
Info: (501) 777-7528

Eureka Springs Rally
Date: August 29-Sept. 1
Place: Lake Leatherwood
Info: (501) 847-8345

**CALIFORNIA**
Statewide Run
Date: August 1-3
Place: Turlock
Info: (916) 442-4727

Hot August Nights
Date: August 9
Place: Bakersfield.
Info: (916) 442-4727

Road Rally & ABATE State Run
Date: August 15-17
Place: Lake Piru
Info: (805) 494-3287

Sh'Boom Iron Horse VII
Date: August 16-17
Place: Reno
Info: (916) 442-4727

**COLORADO**
Four Corners Iron Horse Rally
Date: August 29-September 1
Place: Ignacio
Info: (970) 563-4171

**CONNECTICUT**
CMRA Bikers Rights Poker Run
Date: August 3
Place: New London County
Info: (860) 585-6684

**GEORGIA**
Freedom of Choice Ride
Date: August 16-17
Place: Palmetto to State Capitol
Info: ABATE (404) 294-8900

**HAWAII**
Honolulu Hoggs Run
Date: August 17
Place: Honolulu
Info: (808) 591-0026

**IDAHO**
H.O.G. Toys For Tots Run
Date: August 24
Place: Kuna
Info: Bob (208) 338-5599

**ILLINOIS**
River Road Run
Date: August 2
Info: ABATE (800) 872-2283

Annual Charity M/C Rodeo
Date: August 16
Place: Lewistown Fairgrounds.
Info: ABATE (800) 872-2283

16th Annual Charity Bash
Date: August 22-24
Place: Knox Co. Fairgrounds.
Info: ABATE (800) 872-2283

Shoal Creek Party
Date: August 22-23
Place: Butler
Info: ABATE (800) 872-2283

Barnyard Boogie
Date: August 23-24
Place: ABATE North Illinois
Info: ABATE (800) 872-2283

**INDIANA**
6 County Party
Date: August 1-3
Info: (317) 422-8040

Wabash Bash
Date: August 23
Place: Knox County
Info: (317) 422-8040

ABATE/Madison Co. Hog Roast
Date: Aug. 30-Sept. 1
Info: (317) 422-8040

**IOWA**
Rodeo & Memorial Run
Date: August 16
Place: Miles
Info: ABATE (515) 858-5001

Bike Show & Fun Run
Date: August 23
Place: Knoxville
Info: ABATE (515) 858-5001

Fall Run & Rodeo
Date: August 23
Place: Donahue
Info: ABATE (515) 858-5001

**KANSAS**
Blackjack Run
Date: August 28
Place: Wichita
Info: (316) 267-6677

**KENTUCKY**
KMA/KBA State Party
Date: August 22-24
Info: (502) 683-3255

**LOUISIANA**
Overnight Run/Camping Trip
Date: August 9
Place: Gonzales to Columbia, Miss.
Info: (800) 393-5966

River Parishes Chapter Poker Run
Date: August 16
Place: LaPlace
Info: (800) 393-5966

**MAINE**
10th Annual Regional Reunion
Date: August 2
Place: Freeport.
Info: UBM (207) 389-1803

Statewide Event
Date: August 15-17
Place: North New Portland
Info: UBM (207) 338-6068

Remembrance Run
Date: August 31
Place: Skowhegen
Info: UBM (207) 487-5523

Antique Plane/MC Show
Date: August 31
Place: Owlshead
Info: UBM (207) 442-9884

**MARYLAND**
Bros Club Two-Day Poker Run
Date: August 16-17
Place: Capitol *Easyriders*, Gaithersburg
Info: (301) 670-4644

**MICHIGAN**
ABATE Reg. 21 Summer Party
Date: August 9
Info: (517) 773-4509

Fall Poker Run
Date: August 24
Place: Evergreen County Park
Info: (517) 673-4743

Ride For Kids
Date: August 24
Place: Ann Arbor
Info: (800) 253-6530

**MINNESOTA**
ABATE State Rally
Date: Aug. 30-Sept. 2
Info: (507) 345-8512

**MISSOURI**
Ride For Jerry's Kids
Date: August 23
Place: Belton
Info: Worth H-D (816) 331-2222

State Party/Dam Homecoming
Date: Aug. 29-Sept. 1
Place: Ragnal Dam, Lake Ozark
Info: FORR (800) 309-RIDE

**MONTANA**
Scooterfest '97
Date: August 16-17
Info: ABATE (406) 434-2473

**NEVADA**
ABATE Rodeo/Bike Show
Date: August 1-3
Place: Elko Fairgrounds
Info: (702) 753-8825

H.O.G. High Roller Charity Run
Date: August 24
Info: (702) 454-1544

Angel Lake Run
Date: August 16-17
Place: Elko
Info: (702) 753-8825

**NEW JERSEY**
Sturgis Blow-Out
Date: August 9
Place: Rahway
Info: (908) 549-1990

**NEW MEXICO**
ABATE/Mountain Chapter Poker Run
Date: August 10
Info: (505) 294-4796

**NEW YORK**
Hunter Harley Festival
Date: August 21-24
Place: Hunter
Info: (518) 589-5082

Ride For Kids
Date: August 3
Place: Harriman
Info: (800) 253-6530

Dog's Day Run
Date: August 10
Place: Mother's Roadhouse, East Greenbush
Info: (315) 448-1961

ABATE Ride '97
Date: August 17
Place: Monroe Chapter
Info: (315) 448-1961

Independence Run
Date: August 23
Place: Begins at Kmart Plaza, South Cortland
Info: ABATE (315) 448-1961

**NORTH CAROLINA**
CBA State Party
Date: Aug. 29-Sept. 1
Place: Jomeokee Campground
Info: (704) 399-3990

**NORTH DAKOTA**
Dakota Territory Toy Run/Family Biker Weekend
Date: Aug. 30-Sept. 1
Place: Linton
Info: (701) 223-5609

**OHIO**
Eagle Creek Festival
Date: August 9-10
Place: Garrettsville.
Info: (800) 25 ABATE

Swordsmen MC Summer Bash
Date: August 22-24
Place: Polebridge Party Center
Info: (216) 382-8485

**OKLAHOMA**
COD Sour Grapes Run
Date: August 9
Info: ABATE (918) 834-6112

Swap Meet
Date: August 17
Place: Oklahoma City
Info: ABATE (918) 834-6112

**OREGON**
Fox Creek Run
Date: August 1-3
Place: Salem
Info: ABATE (503) 581-6461

Beaver Creek Run
Date: August 8-10
Place: Lincoln County
Info: ABATE (503) 285-4329

Summer Run
Date: August 15-17
Place: Columbia River
Info: ABATE (503) 285-4329

Labor Day Run
Date: Aug. 29-Sept. 1
Info: ABATE (503) 285-4329

**PENNSYLVANIA**
Viet Nam Vets MC Weekend
Date: August 15-17
Place: Reeds Gap
Info: (610) 461-4513

**RHODE ISLAND**
HAMC Block Party
Date: August 16
Place: Providence
Info: (401) 624-3706

**SOUTH DAKOTA**
Sturgis Rally & Races
Date: August 4-10
Info: (605) 347-6570; Jack Pine Gypsies (605) 347-3418

**TENNESSEE**
CMT/ABATE Hog Roast
Date: August 23
Place: Rutherford County
Info: (615) 883-5024

**TEXAS**
Top of Texas Trike In
Date: Aug. 30-Sept. 1
Place: Amarillo
Info: (806) 373-4170

**VIRGINIA**
Valley Thunder V
Date: August 23
Place: Shenandoah H-D
Info: (540) 942-1340

**WASHINGTON**
Desert Drifters Dog Daze Boogie
Date: August 16-17
Place: Okanogen County Fairgrounds
Info: (509) 682-4737

Hot August Nite Run
Date: August 23
Place: Olympia Chapter
Info: (206) 643-9675

**RACING EVENTS**
For complete listings grab a *Quick Throttle* magazine—on newsstands now.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

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**August 15-17**
Butler County Fairgrounds
Prospect, Pennsylvania

**August 22-24**
Kankakee County Fairgrounds
Kankakee, Illinois

**Aug. 29-Sept. 1**
**Grand Nationals**
Ross County Fairgrounds
Chillicothe, Ohio

For more info on all *Easyriders* events call (818) 597-2686

**To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214**

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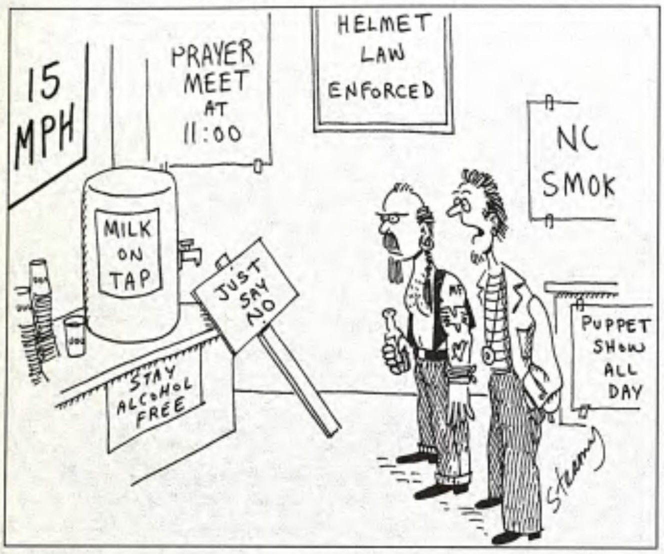
# PASSING GAS




"Looks like hell to me, bro."

"Holy shit! What kind of mileage do you get with this thing?"

On the train to a bikers' rights convention, there were a bunch of bikers and a bunch of lawyers. Each of the lawyers had his own train ticket. The group of bikers, though, had only *one* ticket for all of them. The lawyers saw this and started laughing and snickering.

Then one of the bikers said, "OK, here comes the conductor!" and all the bros crowded immediately into the bathroom. The lawyers were puzzled. The conductor, making his rounds, called, "Tickets, please!" and collected tickets from all the attorneys. He then knocked on the bathroom door and called again, "Ticket, please!"—and the bikers stuck their ticket under the door. The conductor took it, and a few minutes later the bikers came out of the bathroom, laughing like hell.

The lawyers felt really stupid. So, on the way back from the convention, the group of lawyers bought only one ticket for their entire group. They soon started snickering at the group of bikers, because the bikers were now so broke that they didn't even have a single ticket between them.

Then the bikers' lookout yelled, "Here comes the conductor!" All the bros immediately piled into one bathroom, and all the lawyers crowded into another.

Then, before the conductor came on board, one of the bikers stepped out of the bathroom, knocked on the other john door, and said, "Ticket, please!"

Doc Tillis
Denton, Texas

How is your ol' lady different from your bike's battery?

The battery, at least, has a positive side.

Jane
On Tarzan's Vine

"Back in my day, finding the right woman was simple—ya just picked out the one with the biggest tits."

One evening, Moose's oldest son burst into the house and yelled, "Mom! Dad! I have great news! I'm getting married—Linda has agreed to marry me!"

But later that night, Moose took his boy aside for a little chat. "I have some bad news for you, son," he confessed. "See, I used to screw around a lot, and Linda is actually your half-sister. I'm sorry, son, but you can't marry her."

Moose's son was brokenhearted and moped around for a good six months, but eventually he started dating again. And a year or so later, he came home with happy tidings, announcing, "Vicki said yes! We're getting married in October—isn't that great?!"

Alas, Moose insisted on another private conversation, and he broke the bad news again: "Vicki's your half-sister too, son. Sorry."

This time the boy was beside himself with anger and grief, and that night he confided miserably to his mother. "At this rate, I'm never gonna get married," he moaned. "Every time I fall in love, Dad says the girl's my half-sister."

"Don't pay any attention to him, son," said his mother cheerfully. "Moose isn't the only one who used to screw around, and he's not your father."

Manny
West Coast

Whaddaya call it when your ol' lady comes home and announces she's pregnant again?

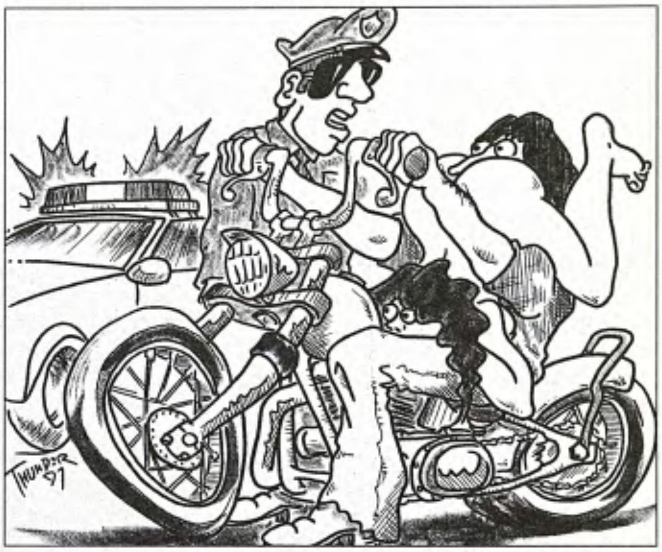
A bad hare day.

Dave's
Not Here

Definition of *Silicon Valley*: the space between a bleached blonde's tits.

Big Al
Greensboro, N.C.

"Great wedding, hon, but why are they all throwing grocery bags instead of rice?"



"I pulled you over, sir, because you were doing 69 in a 35 zone."

How can you tell you're in San Francisco?

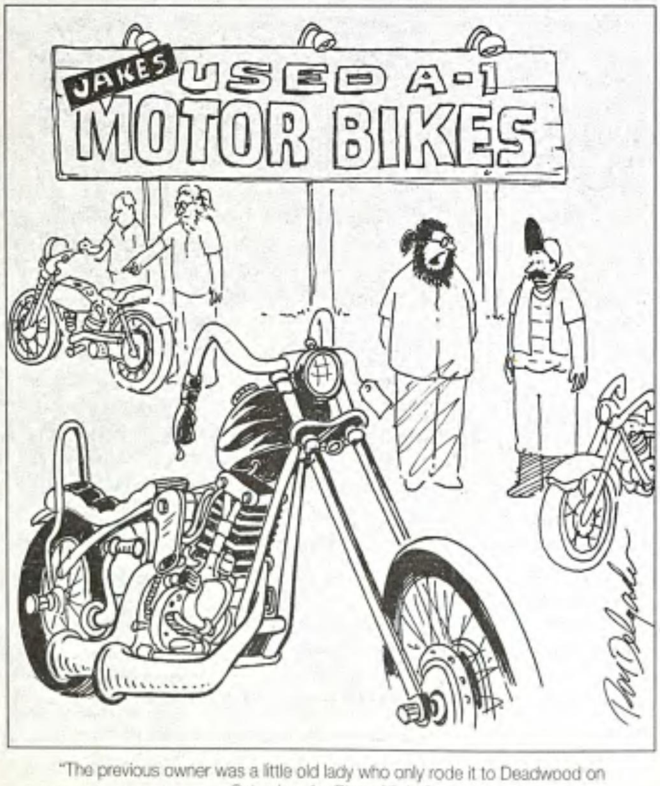
You stick out your hand to make a left turn—and the intersection cop tries to kiss it.

Staying Strong
The Midget

Did you hear about the new all-female delivery service called UPMS?

They deliver whenever the fuck they feel like it.

The General
Bull Run to Atlanta




"The previous owner was a little old lady who only rode it to Deadwood on Saturdays for Bingo Night."

Early on in boot camp, the private was asked by his drill instructor, "Son, suppose you've been assigned to sentry duty. It's the middle of the night, and suddenly you notice a figure creeping low in the shadows, crawling on his hands and knees toward the camp. What would you do, soldier?"

"Sir," replied the grunt, "I guess I'd help the poor officer to his quarters."

BSR
USA

From the day of their wedding two years before, Maggie had been nagging her ol' man about his lurid past. "C'mon, tell me," she asked for the hundredth time, "how many women have you slept with?"

"But, babe," he said, "if I told you, you'd just get all pissed off."

"No, honey, I promise I won't," she pleaded. "So tell me, how many?"

"Well, OK," said the bro, thinking. "Let's see: one, two, three, four, five—then there was you—seven, eight, nine ..."

Paulette
Stratford, Conn.

Fred meets a knockout blonde at the bar, and they're getting along so well that she asks him back to her place. A few drinks later, Fred peels off his shirt—and immediately begins washing his hands.

Next, Fred drops his pants, and again he steps over to the sink and washes his hands.

The chick, watching all this, remarks, "Hey, you must be a dentist!"

Surprised, Fred says, "Yes, I am. How'd you figure that out?"

"Easy," says the blonde. "You keep washing your hands."

One thing leads to another, and they're soon wailing away between the sheets. After they're through screwing, the fox rolls over, looks at Fred, and says, "Gee, you must be a *great* dentist!"

Flattered, Fred replies modestly, "Well, I like to think I am, but what makes you say so?"

"Easy," says the blonde. "I didn't feel a thing!"

Maes
Networking

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

# TALKING TECH

### DUAL DISCS TO GO?

Thanks for a super magazine—you guys are great. Question: Does anyone make a dual front disc brake conversion for a Fat Boy? If not, what is the best way to go? Thanks again!

Dante M. Torrese
Yonkers, New York

*You'll need fork sliders from an FLT to accommodate the dual-disc setup, and from there you have your pick of brake manufacturers such as Performance Machine (or even factory calipers and rotors) to choose from. I believe that Nempco has complete fork assemblies, but I'm not certain if they have the late-model FLT pieces. At that point, there will need to be some work on your part to determine the proper disc and caliper alignment. If you choose to go only with new fork sliders, you won't have to worry about verifying the fork tube length which you'd need to do if you decide to order whole new fork assemblies. Then get yourself a disc, bolt it to the other side of the wheel, and see what needs to be done as far as spacing the rotor or properly aligning the caliper over it. Complete brake line kits are available through P.M. as well.*

### TO PIPE OR NOT TO PIPE

I recently bought a 1997 FLHRI. It sounds like a Gold Wing. I asked my dealer about aftermarket slip-ons to make it sound like a Harley. He screamed and said not to mess with the exhaust, or I would ruin the factory fuel injection. I have had a lecture on "the chip" and how it monitors back pressure, atmospheric pressure, fuel pressure and flow. It would probably take my temperature if I could figure out how.

How open can I run aftermarket slip-ons without hurting the performance? I know a guy who runs Porkers on his with the baffles removed and it seems to run all right (so he says). When you open up the exhausts, does it run lean, rich, or what? I've received about a thousand different answers to all these questions from a Harley newsgroup off the Internet. So now, I decided to consult the experts.

Bob
Hurst, Texas

*First off, the computer does not measure exhaust back-pressure. There is a sensor, either called an $O_2$ or Lambda sensor in the exhaust system that measures the exhaust gas for the proper air/fuel mixture. The $O_2$ sensor on most closed-loop systems will compensate for any changes, such as different pipes, in order to maximize the engine's efficiency as the chip is programmed to maintain. Even when altering the sound of the pipes, the engine will still idle smoother than a carbureted one because the injection delivers the fuel electronically, and is not dependent on a vacuum signal as is a carb. This is why injected racing engines can run giant camshafts and still maintain a smooth idle.*

### GEE, HERE'S A NEW ONE!

Way back, when I was 12 or 13 years old, my brother-in-law picked up a couple of Harleys in a box from some government auction. Unfortunately, he's gone from us and I never got to ask him much about the bikes.

They were to be used for the military, but he painted them. (For some reason he didn't go for the camo green!) My question is—are all of those scoots gone or are there some still hidden away in some warehouse? Or maybe you could suggest a person to contact to find the answer.

Mike "Buck" Maresh
Carson City, Nevada

*One expert is our own historical guru Mike Egan, (805) 933-1557. He's restored everything from Military 45s to factory racers.*

### WHERE'S THE HP?

I have been reading *Easyriders* for some 20 years and I have always enjoyed your magazine articles, not to mention the beautiful women. Tech tips were a major reason. You always have the latest and hottest performance tips and custom information available. I have, however, noticed the lack of information on specs of the bikes featured. I have always wondered why there are no horsepower ratings for feature bikes.

Bill Carnet
Mercer, Pennsylvania

*Good suggestion. We should have a dyno in every photo studio—well, we'll see. We dyno every road test now. Also, check our* Quick Throttle *magazine where we have a Readers' Dyno Runs section.*

### START ME UP

I have a 1955 Panhead that I bought as a basket case in 1979. I put it in a swingarm frame with a 1955 transmission, primary belt drive, Barnett clutch, and 12-volt electrical system. In 1980 and 1981 I rode it cross-country, and it ran great at the time, although it wasn't always easy to start.

Eighteen years later, I am in desperate need of an electric starter. I know I need to change the transmission case and also need a 1965-1968 primary cover. Do I need to change the engine sprocket shaft?

R. J. Sizeland
Eastpointe, Michigan

*Contact my bro Craig at Cal Products: 9700 Whitefield, East Jordan, MI 49727; (616) 536-7575. He'll set you up with their C-30EP inner primary and one of their 4-speed tranny cases. These parts will allow you to do exactly what you've described. Once you begin the transformation, you just look at it as though the bike was a 1965-1969 and get all of your parts accordingly.*

### NEEDS INFO

I need a little info on the largest tire I can run on my 1980 XLS Roadster Sportster, both front and back. Also, where can I purchase a rigid frame for my Sporty? I have a girder springer front end. Should I have the frame raked or will the front end fit on the frame without raking the frame?

That rigid frame I mentioned earlier—I want one that everything from my Sporty will work in.

J.C. Rose
La Grange, Kentucky

*You're dreaming, but Paughco makes a rigid Sporty.* ⊙

**How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.**

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# F.I.G.H.T.® UPDATE

**Our Constitutional Right:**
**Earning A Living**

Mike Kaplan is a freedom fighter. We first met in '92 when he helped start up ABATE of California's Local 39. He's always been in the thick of it, but these last several years have pitted this modern day David against, not only the local and state law enforcement agencies, but the court systems as well. His recent win in the courts of San Luis Obispo deserves a spot in this month's F.I.G.H.T. column.

> ANY LOAD ON HIS NECK CAUSES HIM HEADACHES AND NECK PAIN

Mike's a motorcycle mechanic who works for Two Wheels Motorcycle Shop in Atascadero, California. His life has revolved around bikes and motorcycle-related activities, so when the helmet law in California went into effect the thought of not riding never crossed his mind. He tried various types of helmets. It seems that any load on his neck causes him headaches and neck pain. After being cited for violating the helmet law while wearing a helmet, Mike figured it didn't matter if he had one on or not. The next rational thought, "Why take the pain?" He started going bare, and the citations mounted. The decision to challenge the law began in earnest. Using documents from his doctor that he managed to get admitted into evidence, Mike started to build a case for a medical issue. However, before he could bring it to trial he got wind that the district attorney was planning to charge him with a misdemeanor. (For all nonCalifornians, an infraction gets you a "fine only"; a misdemeanor is a big fine and possible jail time.) Ultimately, Mike was charged with 10 counts and a real threat to his liberty materialized. The state was getting serious. Mike decided it was time for him to do the same.

He enlisted the aid of Curtis Clark, a local attorney, and started to work. Along with Curtis' help, Mike was aided by his employer Greg Bauer and his chiropractor Dr. McCullough. With an armload of documents, X-rays and medical reports, they prepared to do battle.

As they headed for trial the misdemeanor complaint the district attorney had filed was amended to a 10-count misdemeanor complaint with 13 trailing infractions. All sides agreed to hold the matter in abeyance while they tried to take a writ to prevent the trial from going ahead at all, based on the "Defense of Necessity." After exhausting every state court, Superior, Appellate, and California Supreme, in an attempt to get a ruling on whether or not Mike was exempt from the California Helmet Law, they were forced to go forward with his trial. At trial, the district attorney's office dismissed nine counts and the trial proceeded on a single count. The judge found that Mike had prevailed, enjoyed the "Defense of Necessity," had a "Liberty Interest" in his work and therefore was not guilty. The judge then dismissed all the trailing infractions. Everything's going to be fine, right? *Wrong!*

As Mike began riding, he started getting cited again. He produced his "get no ticket" paper, but it did no good; officer after officer kept writing.

Curtis headed into court to head off any further prosecution based on the prior judge's decision. Unable to get their case back into the court that had made the original ruling, they forged ahead. The judge ruled that Mike could ride without a helmet during working hours, on customers' bikes only, and directed the police department to circulate a memo to that effect; it hasn't been done.

Mike had, in each instance, basically the same citation: riding a motorcycle without a helmet. Yet virtually every trial outcome was different. Both trial courts found that Mike had a "Liberty Interest" in his employment, and the state couldn't infringe upon it.

The right to work and make a living is a "fundamental right." Mike's case forced the state to attempt to abridge this right and in doing so, the burden of showing a compelling interest shifted to the state. They were unable to do this.

This is a landmark case and Mike's now talking with Skip Raring about becoming one of the plaintiffs in our new Constitutional challenge. *Easyriders* would like to congratulate Mike, Curtis, and all those who helped him win his F.I.G.H.T. Maybe this will provide another bullet in the gun that'll help you win yours!

—*Oz*

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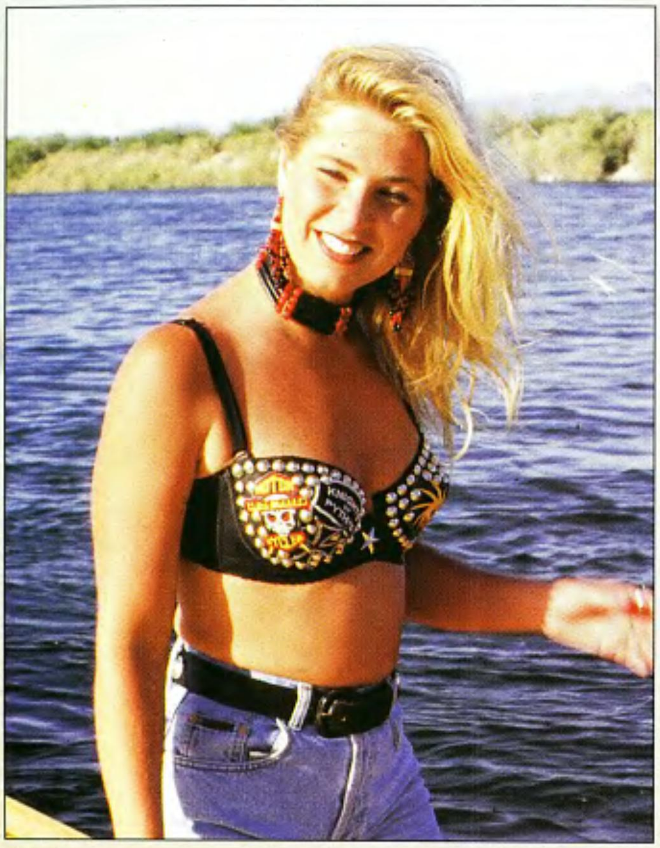
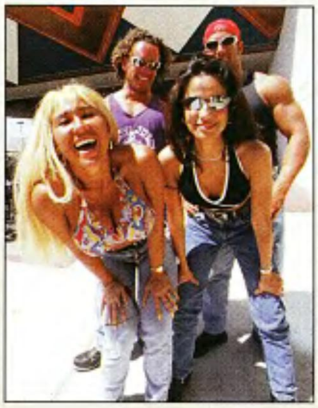
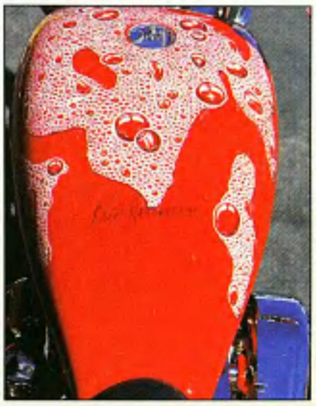
# '97 RIVER RUN

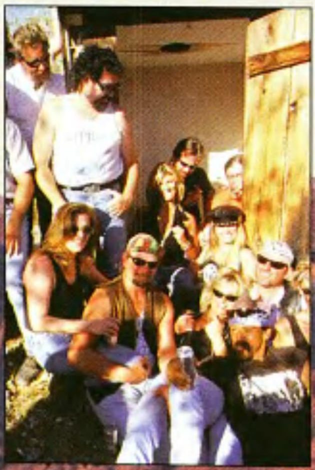


Thursday morning, April 23, every truck stop from the white sand and bum-strewn beaches in Santa Monica, adjacent to teeming Los Angeles, to Needles on the edge of the California, Nevada, and Arizona borders was packed with coffee-cravin' bikers on their run to the Colorado River. They rolled in through glittertown Las Vegas on Highway 95, from Southern California via I-40, from Colorado, by way of Utah from the north and New Mexico from the south, and from Northern California down old 99 through the Mojave desert.

The 15th Anniversary of the Laughlin River Run, which grows like lusty rabbits procreate, is timed perfectly with the Harley god switching the sun-breakers from spring to summer. A week prior to the run, the desert still had the bite of





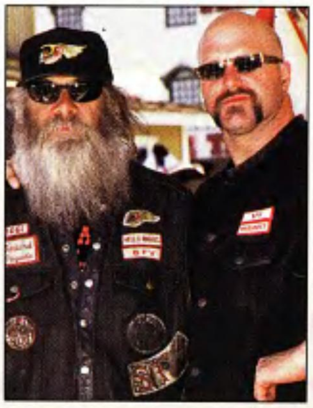


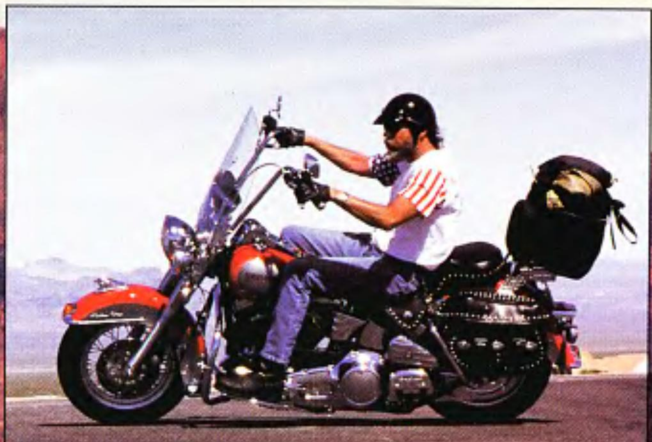
# THE EMERALD PALACE IN THE DESERT

winter on its breath. But this year I discovered the real reason Joe O'Day and partner/owner of San Bernardino H-D, Dale Marschke, created and spend their every waking moment, every day of the year, building for this event.

For the 40,000 riders who crack their throttles across several states to get there, see if you don't agree with this chrome assessment of Laughlin. This event, whether planned this way or not, has become the Mecca, the Emerald Palace, of the shimmering aftermarket for the Chopper World. That's it in a highly polished, chromed, and clear-coated nutshell.

Imagine, as the weather warms around you, escaping through hundreds of miles of desolate moonscape into the bleak desert, that you suddenly roll onto more carefully maintained →



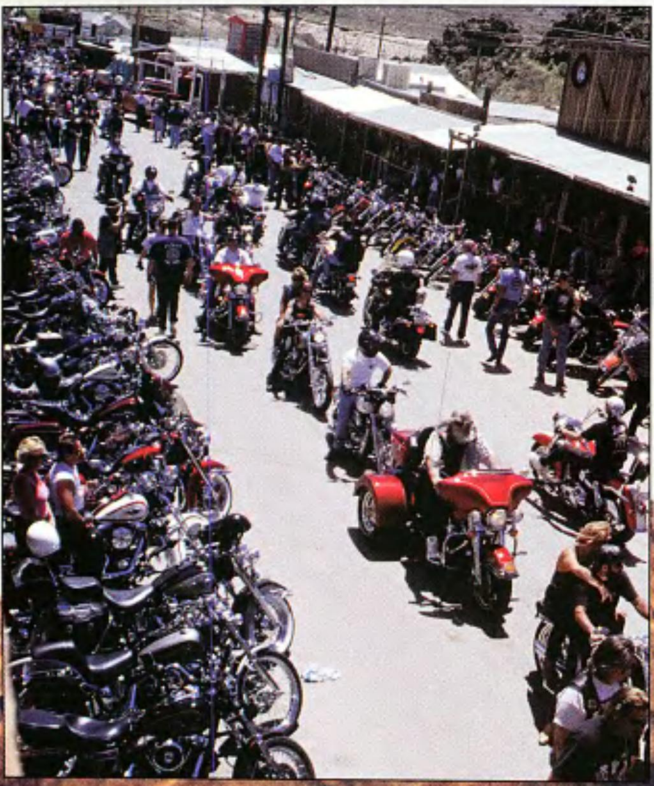


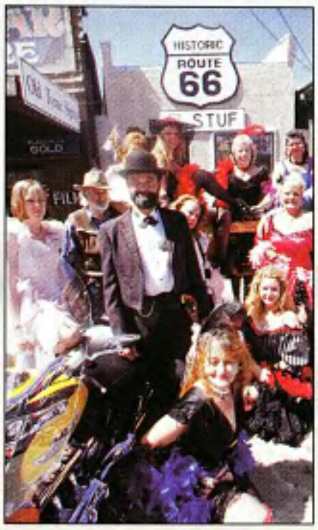
'97

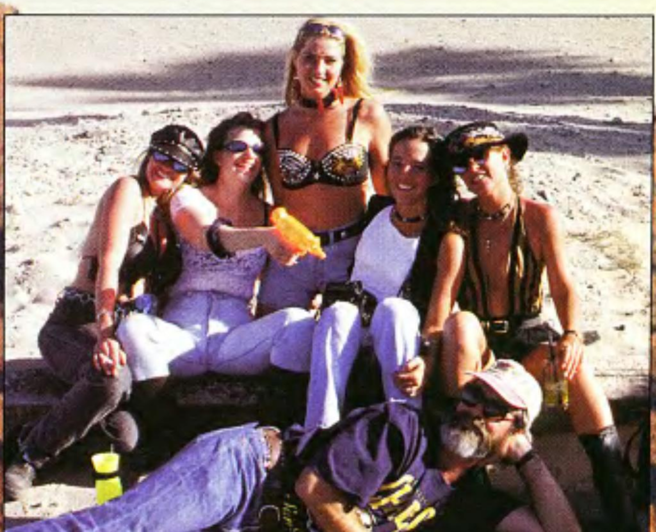
highways. The asphalt is fresh, the lanes wider and smoother as the road rolls and dips up and over the bare hills into a valley. A profuse glow shines in the otherwise vacant sky ahead. As you crest one final ridge after riding through 200 miles of nothing but cactus and tumbleweed, a neon city explodes in the night before you as if you were the chromed Tin Man and stumbled onto the Wizard's Emerald Palace. Every time I go, the sight knocks my socks off. But I forgot Dorothy—I'll get to her supple form later.

For bikers, what backs up Mr. Oz's glitter and casinos resting along the edge of the Colorado River, separating Arizona from Nevada, is that virtually every custom component builder, supplier and bike builder from sea to shining sea is represented, at least it appears that way. Vendors lined every parking lot from one river resort to the next, and bikers were afforded this weekend in the sun to study every new part, talk to the builders, find out what fits what, actually meet the men behind the businesses, and touch, while drinking beer and margaritas from Jacuzzi-sized tumblers, all that exists to personalize Harleys.

Then as nightfall drops over the Davis Dam and into town, the neon city lights the sky. The nightlife kicks off and it's transformed into a supreme party town. From the Doobie Brothers, to Branscombe Richmond's Renegade Posse band



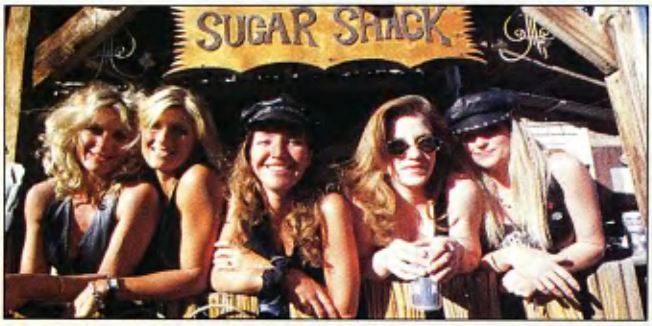


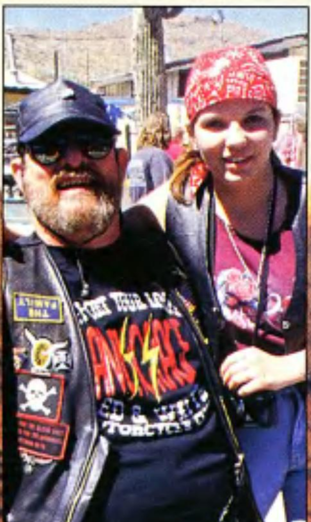


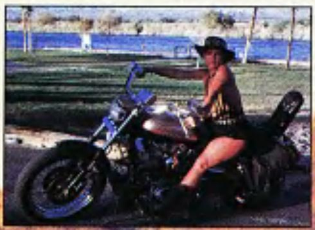
(dynamite show), from Roy Clark, to Randy Bachman, and the standing-room-only Tarzan Room in the Golden Nugget, the party kicked ass. I can't explain it, you had to be there. The best-looking women from all over Nevada come every year to see what all the action is about, but we'll get to that later.

All right, so imagine a half-dozen resort casinos rocking every night and every day the talk is of choppers, performance, and new shit for your bike. Let me lay out a taste of the action. Ron Simms from Bay Area Custom Cycles was there with 25 of his baddest bikes to date. You could talk to the man, get a feel for how devoted he is to the sport, and see all his latest—up front. Young, tough builders were on hand, such as Frank Rodriguez from X-calibur in L.A., with new bad-ass stretched frames and a spun aluminum headlight that kicked ass. I spent a long time with the men from Panther dry cell batteries discussing their tough, two-and-a-half-year guaranteed batteries that can be mounted upside-down or on their sides (Buell runs them). They're fully sealed, with no liquid to mess with. They'll add a whole new dimension to building choppers.

Will Phillips was there from Ride One, displaying his new rubbermount Softail frame that threatens to take the market by chrome-moly storm. I discovered a bracket I needed for my Sturgis long bike, built by '50s Boys, →







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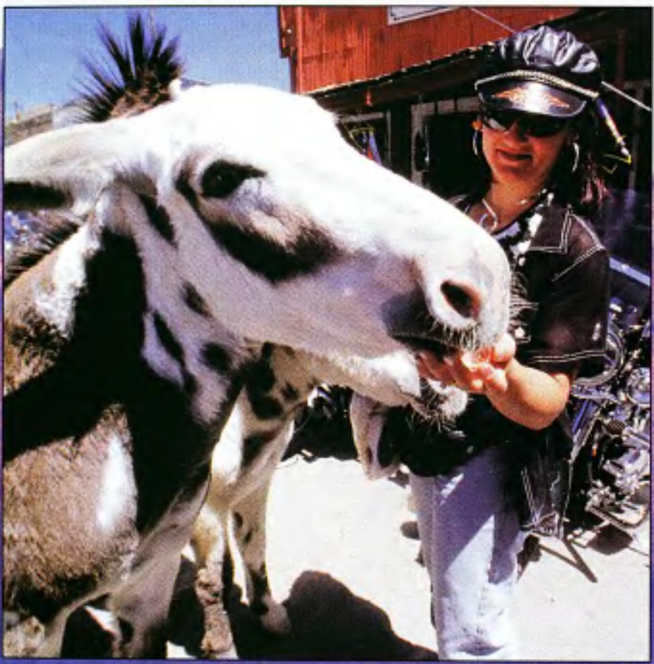
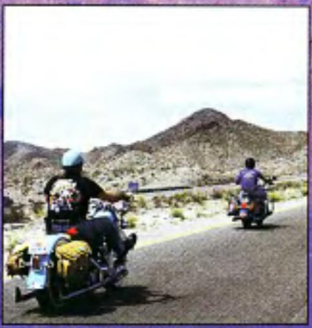
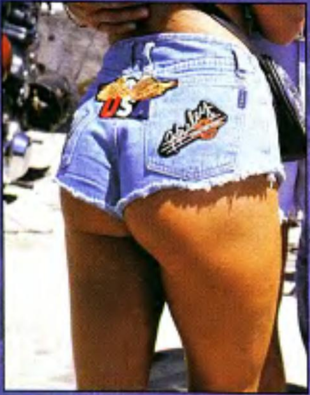
and it houses a small, easily readable custom speedo from Germany being distributed by Pro-One. A Hamster told me about a shop back east, Fast Co., that can kick in another 6-10 horses with a couple of simple modifications to your S&S carb. I learned about a complete, big motor, primary belt drive setup from Rivera with clutch and the whole nine yards.

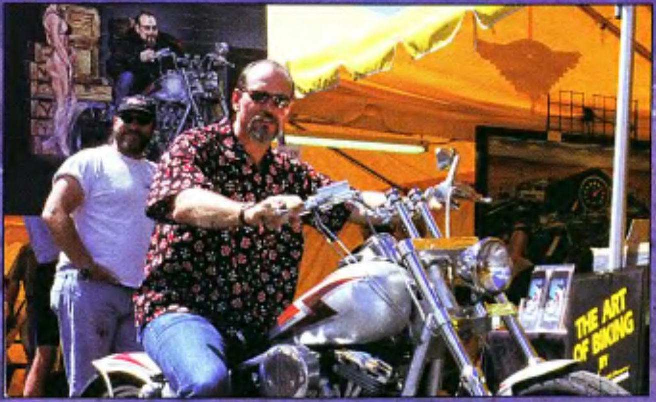
Hop-up kits for Evolutions proliferate daily. Serious horsepower is available from V-Twin Thunder—all in one box. Patrick Racing has gained such tremendous response from their billet aluminum performance heads, they have manufactured billet and polished barrels to match, and now manufacture complete motors sporting Delkron cases and JIMS internals for the perfect match of quality and performance. Black Bike, a small tough-bike company in Granada Hills, California, has designed a line of custom wheel hubs and is working on a miniature shock absorber for rigid riders' seats.

Hey, I haven't scratched the surface yet. This was Disneyland for the custom rider. If you wanted to meet Arlen Ness and judge the man for yourself, he was there with his son, Cory, and their crew. They ain't hiding; if you had something to say, they were there. Eric R. Herrmann was set up in the Rockin' Camel tent, jammin' on his next painting, the cover for my book, *Outlaw Justice*, to be released in June.







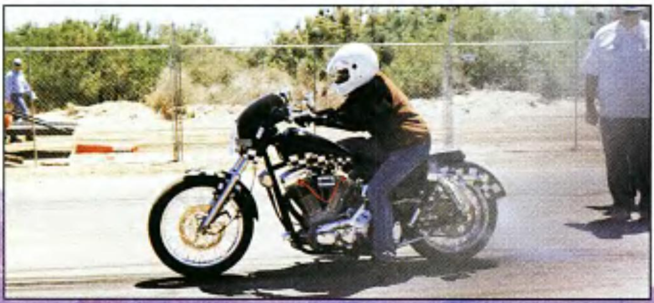


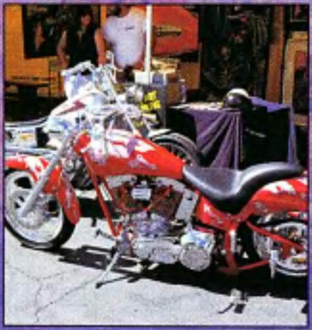
The crew from the *Easyriders* events group helped the Avi Resort/Casino with a fun rodeo to complement their street drags. We'll be there again next year.

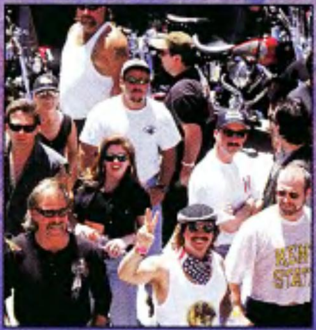
For the rider with a stock bike who was looking for accessories or a new seat, there were Drag Specialties experts; their catalogs and the men from Saddlemen seats could set you up on the spot. For the rider looking for a new bike, there were Harley and Buell demo rides. Titan was there with a full line of Softails and rubbermounts. Big Dog and California Motorcycle Company were all represented. And for the classic afficionado, Harley had their rolling museum and the Gold River Resort and Casino sported antique motorcycle auctions. If you were looking for a builder to assist with your dream machine, Roger Borguet was there with his street drag line of bikes. L.A. builder Sugar Bear explained the righteousness of his classic chopper styles; Jesse James showed off traditional bob jobs with highbars and state-of-the-art power plants, plus his line of handmade steel fenders.

Those are all the words the gods of pictures and pages will allow me to spill here, except to add one last compliment. This run has the choicest array of the finest, most scantily clad women I've ever witnessed at a motorcycling event. The icing on the cake ... ride forever.

—*Bandit*







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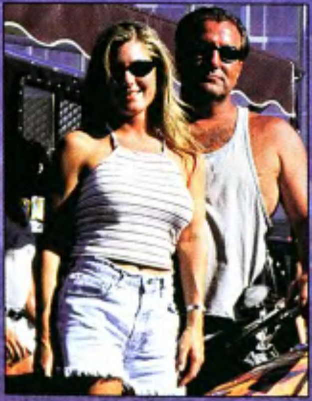
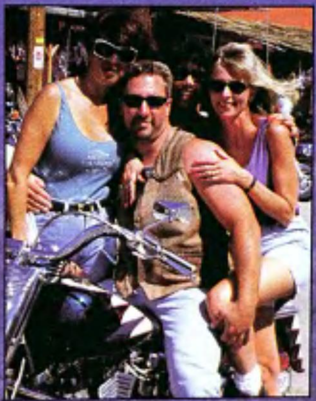
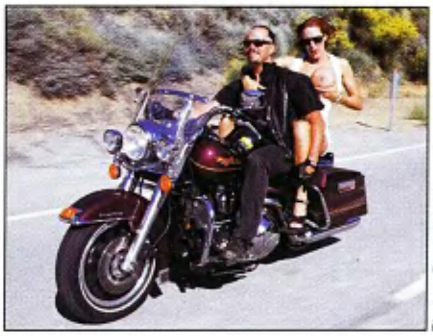




IT SEEMED LIKE A GOOD IDEA

# V-TWIN BEHIND THE SCENES PHOTO SHOOT



We've all done it. You know, ya gotta get things done in a hurry, or ya thought ya saw a way to make things easier, and ya end up making the fatal statement: "It *seemed* like a good idea at the time."

This is exactly what happened during our photo shoot for this issue of *V-Twin*. V-*what*, you say? You know, our sister rag for the rugrat-laden biker. For those of you who don't know, *Easyriders* got tired of all the hate mail from people who wanted to see more bikes and less boobs (tits, not people). So we put out a family version and called it *V-Twin*. We covered up all the breastesses for the party poopers and Puritans and added different features to replace things like the Fox Hunt, Passin' Gas, and some of the photos in the "Wind" section. The nonnude stuff has a tough time gettin' a foothold around here, and the following account is a short, behind-the-scenes look at what seemed to be a really good idea ... at the time.

Bandit asked me to take care of getting some riding shots of Harley's 1997 Road King for the *V-Twin* Rider's Report. Since I was swamped with all the other shit he had already thrown all over my desk, not to mention the beer cans and old burritos, I figured I would ask my friends for a little help (remember, it *seemed* like a good idea). Strip Bar Stan and Captain Trash were a little too eager to help—that shoulda tipped me off. Trash had just finished hittin' on, er, interviewing the well-endowed Fantasia for *Bandit's Boob Guide* (July issue, #289). She was so deeply enamored to be a part of Bandit's research, she jammed right out to our garage—with Trash in tow.

What happened next is anyone's guess, as no one's admitting to nothin'. Suffice it to say that Bandit was too busy to bother with it, and I was asleep under my desk. Since she was hot to get on anything with two wheels, and Strip Bar was already shootin' the King, he and Trash took full advantage of the situation.

When the photos came back from the developer, Bandit was seein' red. The shots of the pristine, factory-fresh Road King were supposed to be *V-Twin* clean (read: no women, especially topless ones!) Trash and Strip Bar haven't been seen in days, and, hopefully Bandit will unlock my door and let me come out to play soon. We ain't putting in the shots of everything we've seen. I guess the more lascivious of ya will just have to imagine what went down—or *who* did, for that matter.

If this sort of material disturbs your Puritanical sensibilities, ya might wanna check out *V-Twin* and see what yer missing, or at least what was printed. Anyway, that's my story and I'm sticking to it! Although ... I still have a lotta pictures Trash ain't seen yet. Hey Traaaaash!

—*Oil Can*

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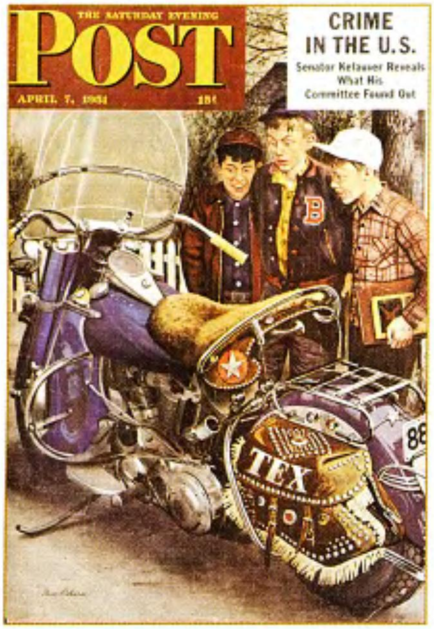



# COMPLETE PANHEAD HISTORY

The Overhead Valve (OHV) Panhead model was produced from 1948 to 1965. Its development and refinement set standards in design that are still influencing motorcycle styles today. The new OHV, introduced in 1948, was borne of the economic boom following WWII. Its predecessor, the OHV Knucklehead, was Harley-Davidson's first production OHV twin engine model. Immediately popular with riders, it pioneered new ground with its introduction in 1936. It suffered continual teething problems with oil leaks soiling both engine and rider.

The industries of World War II reversed the Depression and reinvigorated the economic landscape in this country. Women went to work while their men were away fighting on foreign battlefields. Harley's war model WLA did much to introduce and popularize a whole new generation to the fun and excitement of motorcycling. Faced with surging demand for motorcycles after the war, Harley-Davidson was challenged to develop better products and keep up with the demand. Raw material shortages made matters worse for manufacturing firms trying to supply post war demands for goods and services. Today's demand outstripping the supply of new Harley Big Twins is déjà vu to Milwaukee. Advertising literature apologized profusely into the 1950s and explained they were doing everything possible to meet demand and maintain high standards.

## YEAR AFTER YEAR THE LEGEND GREW

### 1948–LAST YEAR FOR SPRINGER FORKS AND FIRST YEAR FOR THE NEW PANHEAD ENGINE

1948 was a milestone year for the Motor Company. The new OHV Panhead engine's design change would alter the machine's persona for decades. Material used for the head was changed from cast iron to aluminum. Overhead valve design required a continuous oil supply to lubricate it. The OHV Knucklehead had ongoing problems with oil leaks from its heads. A complex assembly of tin covers and aluminum rocker boxes that vibration and improper assembly could loosen would allow oil to leak onto the exhaust pipes and down the cylinders. A simple but effective cover was devised to seal the entire top of the 1948's new head.

The cover looked like an inverted cooking pan; thus the term was born: Panhead. A thin steel reinforcing ring set was introduced later in the year to strengthen the surface contact area of the pan covers to the heads. New 14mm spark plugs replaced the old 18mm ones. Historically painted black since the 1920s, the top end now had silver-coated cylinders and aluminum heads topped with brightly chrome-plated rocker covers. While the new engine stood out, the rest of the Panhead's basic design was relatively unchanged from the 1947 model. The OHV engine was offered in 61-inch and 74-inch. An entirely new face design graced the edge lighted speedometer with an easy-to-see red speed indicator needle. The UL 74-inch side valve (Flathead) model was discontinued at the end of the year.

### 1949–FIRST YEAR FOR THE HYDRA-GLIDE FRONT FORK

Accompanying the new Panhead engine, new forks, frame, and fenders were of contemporary design. This was the first year of the Hydra-Glide front fork assembly on the OHV model. Hydraulic forks first tried on a short-lived experimental XA war model were reintroduced on the '49 Panhead. The timeless style, utility, and popularity of the new fork was proven by its continual use on Big Twins for the next 48 years.

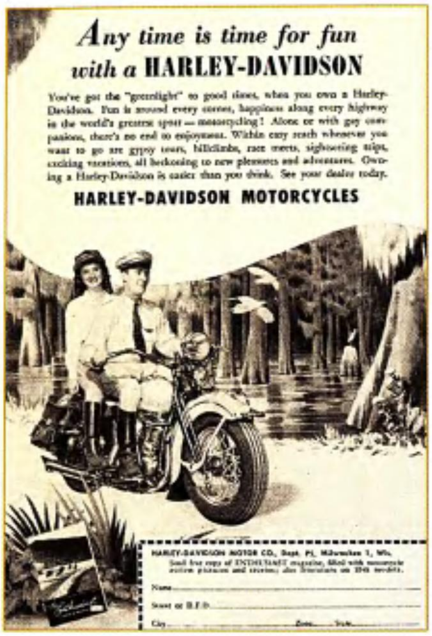
The front brake assembly was totally redesigned and larger in diameter than the springer brake. A new, larger sealed ray headlight was offered on OHV models and two chromed parking lamps were attached to the upper fork tube covers. The frame was modified with dog-legged front down tubes instead of traditional straight legs used on the Knucklehead. The frame redesign accommodated the slightly taller Pan engine in its cradle. The valanced springer rigid fenders used since 1934 were abandoned in favor of a pair of smooth-sided mudguards with a rocketship look. New polished stainless steel covers were used on the heads. A black painted horn was moved to the upper fork downtubes under the steering head. An unusual stainless steel cover shaped in the form of the fishtail muffler was attached over the muffler in 1949 only. The five-piece fork trim covers, primary chain inspection cover, and clutch derby cover were all polished stainless steel. Three new horizontal chevrons enhanced each side of the tombstone taillamp.

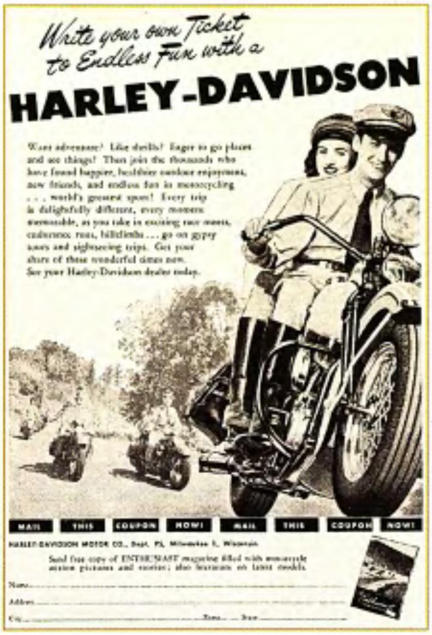
### 1950–FIRST YEAR OF THE "TRAIL-A-WAY" HYDRA-GLIDE ADJUSTABLE FORKS

"Smooth as flying" is how the Hydra-Glide forks were described in period sales literature. The fork lower legs were polished on the touring Big Twins from this time forward. There was a 10-percent boost in horsepower with a design change and an increase in size of the intake ports. The carburetor was updated with an improved Linkert M-74B. Gas lines were rubbermounted. An adjustable trail feature was introduced on the Hydra-Glide forks to improve handling on sidecar and package truck application. A handlebar riser link introduced in late '49 was first illustrated in advertising on the 1950 OHV model.

### 1951–ENGINE CAM IMPROVED, EXHAUST PIPES CHROME-PLATED

A new chrome-plated brass script gas tank name plate with underline replaced the late 1940s fireball emblem. Chrome piston rings were installed for a tighter compression seal



and longer life. The three horizontal chevrons were replaced with one pair of larger stainless steel chevrons on the rear fender. Exhaust pipes were chrome plated for the first time. The engine cam was improved with ramps to take up deflection in the valve gear. The cam was now made in two parts, a drive gear and cam body, and pressed together. Press-in sockets on OHV rocker arm forgings were eliminated by machining them into the raw one-piece rocker arm. The front safety guard was made as a continuous tube with the top mounting plate welded onto it. A clevis on the shifter rod end at the transmission eliminated the bent rod end connection type used since the mid-1930s. The exhaust pipe port clamp was redesigned and had a shoulder flange to permit a more secure hold on the exhaust pipe. Taillamp wires were rerouted in the vicinity of the oil tank to prevent wear on the tank edge.

## 1952–FIRST YEAR FOR FOOT SHIFT, HAND CLUTCH

A new foot shift, hand clutch assembly was added to lessen the hand lever pressure required to disengage the clutch. The booster is nicknamed the "Mousetrap."

The inner primary chain guard was modified to accommodate the shifter rod and lever. Hand shift, foot clutch was still offered but was not interchanged one for the other once the motorcycle was supplied. Low tone mufflers were a new offering with back pressure reduced for an increase in horsepower. Frame improvements resulted in the seat bar, tank, and motor mounting bracket being reinforced by widening and redesign. The tool box, top-to-bottom frame strap mount was eliminated. It was replaced by a 6 1/2-inch bracket welded to the lower right rear frame member. Exhaust valves were "parco lubrized" to draw oil to the stem. Tread contour on Goodyear and Firestone 5x16 tires was widened. A new unique front fender emblem was a pair of "Deluxe OHV" nameplates attached to models signifying the Deluxe accessory group on the motorcycle. This is the last year for the hydraulic unit attached to the end of the pushrod.

## 1953–LAST YEAR OF THE EL 61-CUBIC-INCH PANHEAD ENGINE

A revolutionary engine offering was the new rotating exhaust valves with caps and an improved hydraulic valve lifter installed inside the tappet body. The 61-inch OHV Panhead was dropped from the engine offering. The '53 was still supplied with either foot or hand shift. The engine cylinder return oil was drained through the cylinder wall below the piston skirt when it was in the open position. The lower oil scrapper ring was made of flexible and conformable heat treated steel. The years 1953 and early '54 only find the oil pump fitted with new guided, sheave ended check and relief valves with three-cornered wedges. An easily accessible, removable screen filter was installed under a round cap in the late '52 engine case in the valve lifter oil line. The Deluxe Solo group offered a new in line external oil filter.

## 1954–GOLDEN ANNIVERSARY

Harley-Davidson's 50-year anniversary was celebrated with the Golden Anniversary Model. An immediately obvious change was the beautiful 50th Anniversary gold-colored medallion gracing the top of the front fender. A new two-tone paint scheme was introduced with the tanks painted one color and the fenders another. The gas tank script emblem was retained but the underline was dropped. Late '54 witnessed the introduction of the new, thick aluminum reinforcing rings on the pan covers.

The Jubilee horn takes center stage with its chrome bell electric diaphragm unit mounted on one side of the engine and its distinctive trumpet horn on the other. New worm and pinon gears are straight, taper fitted and keyed to the shaft. No noise emanates from this absolutely tight fit. On the gear shifter lever shaft and in the end of the gear shifter foot lever the earlier style serrations were dropped in favor of a smooth contact surface with a reinforced foot lever pinched with a 5/16th bolt and nut. A new gear shifter heel lever was offered as an accessory. First year for a retrofit Big Twin compensating sprocket that interchanged back to 1936. A new oil pressure switch was installed on the engine. The faster action throttle was a result of the new handlebar spiral pioneered on the KH model. Piston type valves replaced the obsolete type in the bypass regulating position in the oil pump. The last year for the Tombstone taillight was '54. New, quick removal saddlebags made of Royalite plastic make their introductory bow.

## 1955–FIRST FLH, SWEEPING LINES

The sweeping lines produced an identification that was both modern and harmonized with the action-styled design of the 74-inch OHV rigid frame. The introduction year for the new FLH model with 8:1 compression was 1955. A new medallion finished in bright chrome topped the front fender. It emphasized the V-type engine and the letters FL identified the model. Distinctive new V-enhanced nameplates took center stage on the gas tanks. The frame front downtubes returned to straight from the bow shaped downtubes introduced in 1948. A new rectangular taillamp made of stamped steel construction was mounted on the hinged portion of the rear fender. A license bracket independent of the taillamp mounted directly above it with a hooked slide to adjust to any size plate and eliminate vibration. An all new streamlined front chain guard accommodated an all new compensating sprocket. The chain cover and clutch booster cover were now cadmium plated.

New finned aluminum cast reinforcing rocker cover (Panhead) rings were secured with 6-hex head cap screws. Cylinder base gaskets were now made from a heat resistant, synthetic HYCAR rubber impregnated asbestos. A new O-ring and clamp intake manifold replaced the old plumbers nut manifold in use since the teens. Timken bearings were featured on the sprocket shaft. The left crankcase wall was strengthened for rigidity to carry the Timken bearing. The new pinion shaft main bearing was of the closed end type with one set of 13 long rollers. New 4620 nickel moly steel was →

used for the crankpin and sprocket main shafts. The sealed ray head lamp was now rubbermounted. The Jubilee horn mount bracket was redesigned for greater strength. The inner front chain guard received a new mounting treatment. The tanks were two-tone specified in one color and the fenders in another.

### 1956–KING OF THE HIGHWAY, NEW CAM, MORE HORSEPOWER

This was the first year the accessories group described a "King of the Highway" option. The FLH was described in the factory advertising as a machine with a custom built nature requiring extra time and hand work involved in creating it. A new Victory cam on the FLH produced 12 percent more horsepower than the FL at 4,800 rpm. Mirror polished intake ports supplemented the engines breathing ability for developing more ponies.

A new slip-on air cleaner cover held by one Phillips head screw through the center of the H-D logo replaced the old style bayonet twist-on style employed since 1941. The sprocket shaft received a shoulder to back up the Timken bearing. New oil passages in the crankcase routed oil to hydraulic lifters and overhead mechanism through the oil pump check valve. This prevented oil draining from the oil tank through the lifters into the crankcase. Aluminum reinforcing rings were held with 12 hex head cap screws instead of six. Flashy FLH decals graced both sides of the oil tank.

### 1957–LAST YEAR OF THE HYDRA-GLIDE AND THE RIGID FRAME

This was a hallmark with the last year of the rigid frame on a Panhead. New round Lucite tank insignia in gold, silver and red was utilized one year only in this color. The front fender was trimmed with a V-shaped lucite emblem. New improved pushrods were introduced for greater amount of adjustment and ease of removal for service. A smaller diameter speedometer cable was fitted. A new Harley-Davidson Alkyd Enamel paint was developed. A special tank-only panel in a second color was offered.

### 1958–FIRST DUO-GLIDE MODEL WITH FRONT AND REAR HYDRAULIC SUSPENSION

*The Enthusiast*, a magazine for motorcyclists, is published monthly in-house by Harley-Davidson and has been sent to Harley owners around the globe since 1916. The major change in 1958 was the introduction of the new swinging arm rear suspension, employing a hydraulic shock absorber on each side of the rear frame. A new low profile frame was designed for the rear suspension. An enhancement of the rear brake was the new hydraulic rear brake unit on the big touring twins. Foot operated, the rear brake responded instantly, smoothly, and positively. Round Lucite tank emblems carried over from 1957 sported a new color scheme of Gold, Silver and Black.

The fins on the cylinder heads were increased to a full inch to allow cooler operating engine temperatures. The pinion gear main bearing and shaft have been increased 1/4-inch. The bearing consisted of two retainers with 14 1/2-inch long rollers (instead of one retainer with 13 3/16-inch rollers). A new exhaust guide on the FL and FLH was made of special alloy steel, replacing the former bronze guides. On the FLH only heavier inner and outer valve springs are employed to ensure positive valve closing and the exhaust valve was made of new material good for higher temperatures. The transmission fourth gear lug engaging face angle was increased and an angle was incorporated on the third gear face to permit faster shifting.

A new Torrington needle roller cam bearing on the crankcase side of camshaft was installed. This was the first year for wide whitewall 5x16 tires to be offered on the Big Twin OHV. The swingarm frame necessitated redesign of the dual muffler with crossover. The length of the muffler was shortened for less overhang behind the rear wheel. New oil pressure gauge and crankcase breather were adopted.

A break with tradition came with the two-tone color scheme. In the past, the top color on the tanks was the top color on the fenders. The side color on the tanks was the side valance on the fenders. The new Duo-Glide reversed the traditional scheme. The top of the gas tank color was on the side valances of the fenders.

### 1959–NEW NAMEPLATE INSIGNIA, TWO-TONE PAINT SCHEME ON TANK, REAR BRAKE IMPROVED

The deluxe Duo-Glides were the unequaled champions of the road. The FLs and FLHs were the most luxurious and most popular road machines in America. "One ride and you'll decide it's a Harley-Davidson for you." The Motor Company marketing department was upbeat in its presentation of the second year Duo-Glide.

A new cast Arrow-Flite tank nameplate insignia replaced the round Lucite emblem used in 1957 and 1958. The gas tank featured a two-tone paint scheme with an unusual panel around it enhancing the tank emblems. Fenders were painted solid in the bike's dominant color. A new green neutral indicator light was added to the top left side of the instrumental panel. The dry clutch received an update with the friction disc plates being increased from three to five. The rear brake was improved with a new brake drum made of cast iron supplemented with a new brake shoe lining material. A robust chrome-plated cast alloy front fender tip was introduced along with white plastic saddlebags and a new style rear bumper.

### 1960–HP BOOSTED TO 60, EASIER KICKSTARTING, MASSIVE, POLISHED NACELLE

Different ... Dynamic ... Deluxe ... that's the Duo-Glides. These elegant monarchs of the American road are unquestionably the standard of quality, comfort, and majestic beauty in the industry. That was how Harley described their new 1960 74-inch OHV FL and FLH models. The new bold look of the brightly polished massive alloy headlamp nacelle introduced "twin-flare

styling" to describe the new models. A die cast cover fit over the handlebars and dampening knob. The windshield received a new design to fit snugly over the nacelle. The rear shock absorber's ride calibration could be set. A special high-lift Victory cam in the FLH boosted horsepower to 60. The kickstarter ratio was changed so that the engine could be turned over faster with an easier kick. Crowned roller bearings were fitted to the pinion gear side main shaft for a quieter running engine. The gas tank colors had a two-tone contrast with a sweeping twin-flare tank panel design in Birch White.

### 1961–THE ARISTOCRAT OF MOTORCYCLES, ASTRO-FLITE STYLING, NO BACKFIRE, NEW ENGINE SPROCKET

Long the standard of quality, comfort, and majestic beauty in motorcycling, the Duo-Glide for 1961 justified the title of aristocrat of motorcycles! Astro-flite styling was the new catch phrase to (in their words) make a clean break with the past. Little did they know that 36 years later the wheel would turn 180 degrees and dictate a race to embrace tradition and the past. The 1997 FLSTS Heritage Springer is a perfect example of a 1948 Panhead replica that the Motor Company readily accepts as a step into the future by learning the path of the past.

The gas tank emblem was a cast elongated shooting star with a tail attached. A new dual circuit breaker and twin coil ignition system eliminated wasted spark in the cylinder preventing back fire. A new engine sprocket design sped engine turnover. This may have been a premature announcement because the next change for the compensating sprocket did not occur until 1965. The sprocket interchange was 1955 to 1964. The tank now featured a two-tone paint scheme with what appeared to be two parallel wide Birch White strips with the lower one coming out a small panel at the front of the tank.

### 1962–PAIR UP FOR FUN ON THE DUO-GLIDE

Superbly styled, designed for comfort and the peak of performance, the Duo-Glide for 1962 retains its title as "King of the Highway"! Except for the new paint scheme, there was really nothing new for 1962. The dual white tank panel from 1960 rose in position up the side of the tank for that year's two-tone. A Birch White sweeping flame with a parallel wide strip encompassed the gas cap and terminated at the back of the tank. The fenders remained painted in a solid color.

### 1963–LUXURY LINER OF MOTORCYCLING, REDESIGNED REAR CHAINGUARD, FUDGECYCLE PEDAL, PAK-KING SADDLEBAGS

The most wanted motorcycle in the world, the new Duo-Glide incorporated features that justified its title as the luxury liner of motorcycling. I wonder how many readers can remember when riders referred to them as Barges? It had a new stamped tank insignia with a stylized white diamond with a long horizontal black bar through its center, and new external oil line tees from the cam cover to the overhead rocker assembly on both heads.

A redesigned rear chainguard wrapped around the side of the rear of the chain and sprocket to prevent side and rear throw-off. The rear brake was increased in size to a 1 3/4-inch wide drum and shoes with a new rear wheel cylinder to provide faster, safer stops and less brake pedal pressure to operate the rear brake. A one-piece rubber kicker, known by bikers as the "fudgecycle pedal," superseded the old bicycle style pedal used since the teens. The "King of the Road" accessory group offered a chrome plated oil tank, new larger directional signals with die cast mounting bar to conceal the wires, and the giant-sized molded fiberglass Pak-King saddlebags. The two-tone gas tank color scheme moved to the top of the tank with Birch White parallel strips and small panel.

### 1964–NEW TWO-TONE TANK PANEL, IMPROVED FRONT CHAIN OILER SYSTEM, NEW IGNITION KEY

The 1964 model had few significant changes. A new two-tone tank panel encompassed the tank emblem. An improved front chain oiler system was installed along with a new oil pressure switch. The ignition key was now different from the head stock lock key. A larger ground contact area was applied to the Duo-Glide jiffy stand. Not a lot to write home about. The blockbuster was in the changes for 1965. New electrical starting system and completely redesigned frame are a few teasers for the truly hallmark year in H-D development and acceptance by the riding public.

### 1965–FIRST YEAR FOR THE ELECTRA-GLIDE, 12-VOLT ELECTRICS, FRAME HEIGHTENED

This was a landmark year for new features on the first Electra-Glide Big Twin Panhead model. The electrical was upgraded to a 12-volt system to spin the new Delco electric starter motor for which the model was named. The rear section of the frame behind the seat post was heightened to accept a new square oil tank and taller 12-volt battery. The tin primary chain cover set was dropped in favor of stronger aluminum inner and outer covers with a beefed up transmission case to mount the transmission and engine solidly together. A new primary chain adjuster was put inside the primary chain case and used a hard plastic shoe to tension the front chain.

The factory had trouble with the electric starter system when first introduced on their 1964 Servi-car models, so it's possible the kick starter was retained on the Electra-Glide for a few years just in case. An M-74B Linkert carburetor was retained from 1964 using the early style stamped steel round air cleaner. The Linkert can trace its reliable service on a Harley-Davidson twin back to its introduction in 1933.

—M.F. Egan

# ART ATTACK

## JESSE'S RIDING REPERTOIRE

## The Legend Rolls On With A Man Whose Art And Life Live Up To His Infamous Namesake

The stunning paint pyrotechnics shown on these pages are the handiwork of Jesse James the artist, a consummate custom painter whose uncompromising lifestyle and indifference to the rewards of easy fame seem to parallel some of the traits—and even the "talents"—of his celebrated namesake.

No photo can adequately convey the visual impact of Jesse's art, but once you've seen the meticulous execution and exquisite detail of his work, your opinion of handcrafted paint jobs will never be the same. Jesse says his aversion of the airbrush stems from the "fuzzy edges" left, no matter how fine the spray. Now, of course, you or I might not readily perceive those blurred edges, just as most of us can't hear the tiny dissonance telling a guitar virtuoso that one string is slightly out of tune. But there's no room for compromise in the pursuit of perfection. So what medium *does* Jesse use? All he'll say is that it's "special." And I like that—it adds a touch of mystery and magic to the beauty and precision, obvious to any viewer.

Jesse's talents aren't confined to painting motorcycles. He also works in neon, producing remarkable, custom-made clocks whose one-of-a-kind designs mirror the uniqueness of their creator. Currently, he's working on an Elvis clock that he intends to show at Graceland this year, the 20th anniversary of the King's death. In addition, Jesse is—are you ready for this—a licensed manicurist, capable of rendering the kind of razor-edge detail seen in these pictures on a fingernail less than a square inch in area. And finally, also included in Jesse's repertoire is 3-D art—front fender tips that look like the alien's head in the movie of the same name, or a World War II bomber bike, featuring machine guns, flaps, flares, and bombs, made of metal, fiberglass, or bondo.

In short, Jesse the artist is the real deal—beware of imitations. If you're looking for a paint job like no other, or want more information about his extraordinary creations, drop him a line at P.O. Box 504, Moorpark, CA 93020-0504. The legend continues.

*—Rancid Butterball*

This whole breast feeding controversy has got me stumped. I cannot for the life of me believe that anyone would have a problem with a mother doing what nature intended when the need arose. Try as I might, I cannot imagine the uptight individual who would see this as sexual (well, maybe a few people) or immoral. Recently I heard the argument that breast feeding is obsolete and prehistoric, to which I say, so is good old-fashioned sex, but I'm not giving up on the ol' bed-rockin', head-knockin', eye-squintin', knock-your-socks-off hullah-hullah anytime soon! It's simple, really: It's those damn Puritans, the very same descendants who came over on the Mayflower and made the Indians put on pants. (Holy loincloth, can you imagine what the Indian maidens wore then?) Now it's their fear of the nipple—the evil areola, those nasty nips, →

# DEVIL'S GOLD

## THE WARRIOR'S FIENDISH RIDE

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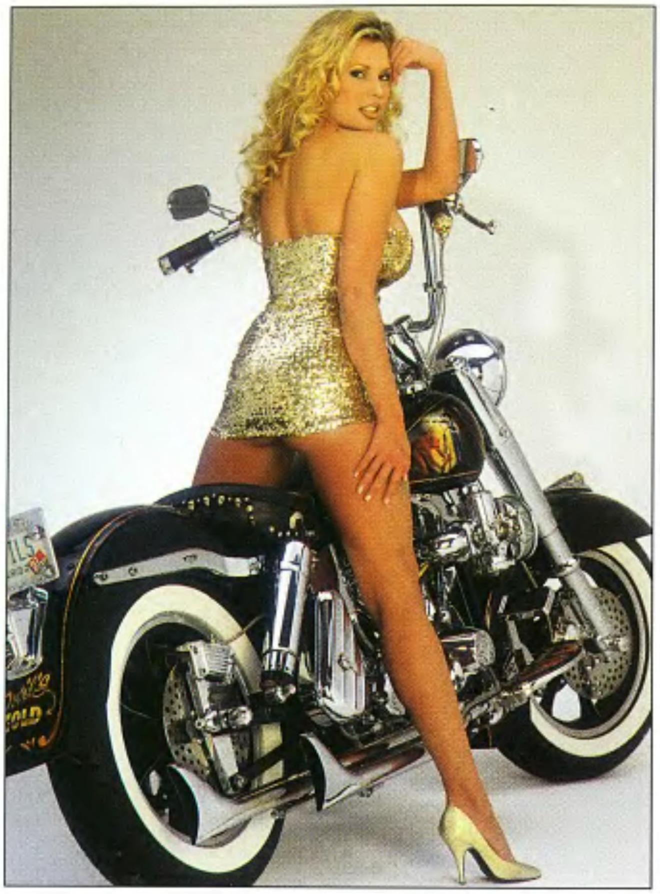
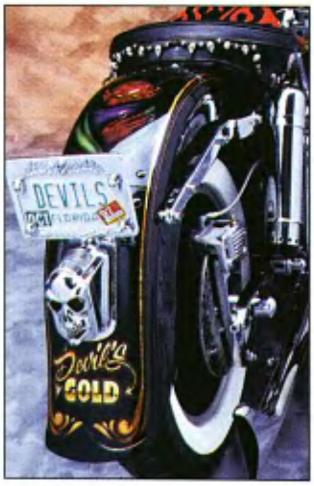
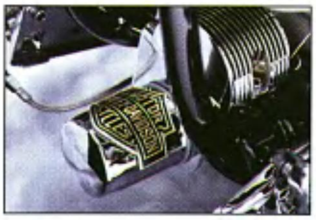






and oh-so-horrid headlights. Call them what you will, but being almost Native American and a sinner from way back, I'm a firm believer in supporting women who let those silky milkies fly whenever the urge arises. In fact, women, the next time you're in Walmart, pull that shirt off, hold your head up high, and yell at the top of your lungs, "God bless Flynch!"

Now don't misconstrue, your ol' buddy Flynch is not trying to be the champion of mothers' rights—that's their gig. But it just seems to me that since the talk of cloning, some people can't give up their traditions fast enough. So it pleased me to no end to hear Bernie Tatro exclaim proudly that not only did he build this bike himself, and not simply in his backyard workshop, but right in his own bedroom. Luckily, his wife, Jackie, is a very patient and understanding woman.

Bernie started building motorcycles back in 1969, the Summer of Love. Seems he went to Laconia and witnessed his first Bayonet sissybarred, stretched, springered Panhead chopper, and decided that this was the lifestyle for him.

Originally from the great state of Massachusetts, Bernie built a '49 Panhead chopper and started competing with the likes of Dave Perewitz and Lou Falcigno. Bernie decided that he really loved building and showing bikes, but didn't want to make a business of it. So he went to work as an automotive interior restoration expert and proceeded to build a nonstop stable of show-winning bikes. Each one takes on a theme from a certain era gone by, be it *Star Wars* or *Conan the Barbarian*.

Bernie started collecting parts for his current Shovel, named "Devil's Gold," (based on the Charlie Daniels Band song *The* →

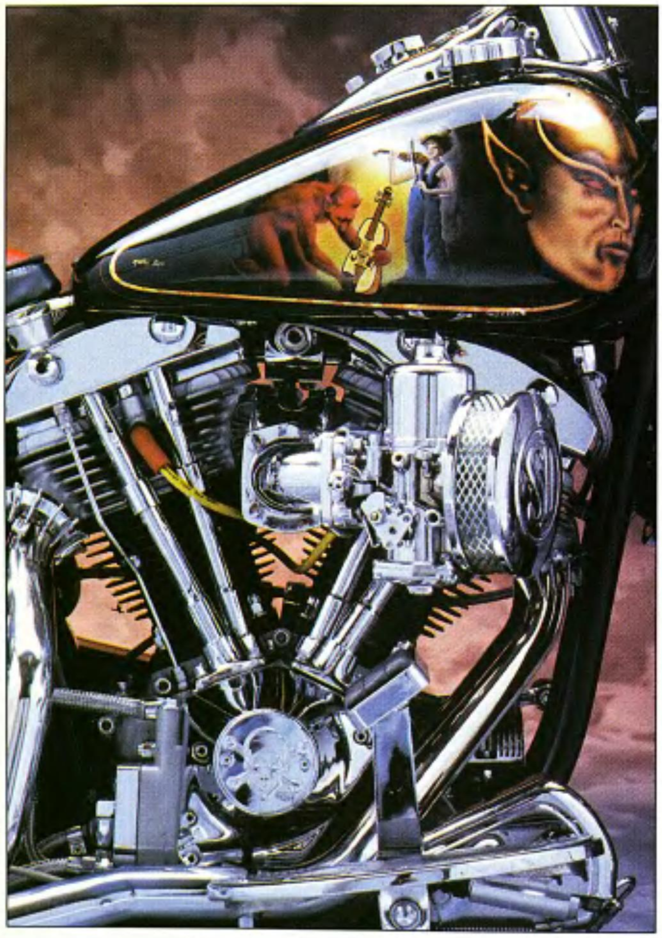
*Devil Went Down to Georgia*) seven years ago. After collecting all the parts, rebuilding them, and having the parts painted or chromed, he and his buddy Bear spent an exhausting five weeks putting the whole masterpiece together.

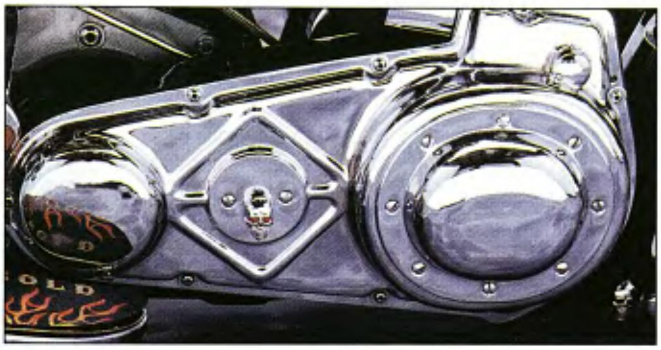
Now you're probably thinking, "Yeah, but it's a show bike, like it sees any real abuse." Wrong. Last year, when Bernie's dresser was broke down, he bolted a windshield on the Shovel and rode it to Canada and

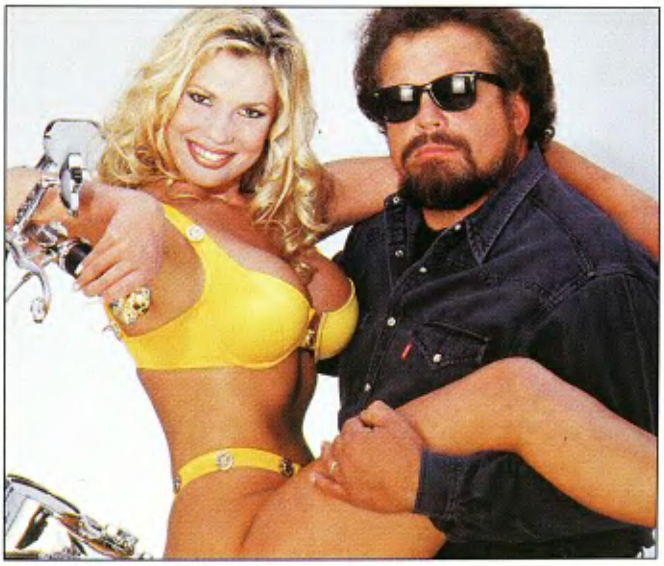
back, never missing a beat. He won't own a bike he can't ride—fancy paint and triple chroming be damned.

His future plans include building a '50s-style Panhead bobber, after he finishes helping his son build a Sporty chopper with a 25-over springer! Me, I'm going to the market to look for the lovely and liberated Monika, the girl putting the "gold" in Bernie's devilish ride, in the fresh vegetable aisle. Ooh-rah.

—*Flynch*







**Owner:** Bernie "Warrior" Tatro
**City:** Edgewater, Florida

**General**
Fabrication: Bernie Tatro
Year/make: 1973 Harley-Davidson
Model: FLH
Value: $28,000
Assembly: Bernie Tatro, Chuck Brentzel
Chroming: Daytona Plating

**Engine**
Year/model: 1973 Shovelhead
Rebuilder: Southern Cycle, Buford, Ga.
Ignition: Dyna
Displacement: 74 cubic inches
Lower end: stock
Cases: H-D
Heads: Stan Lynde, Brattleboro, Vt.
Cam: stock
Carb(s): S.U. Riviera
Pipes: Cycle Shack fishtails
Modifications: Southern Cycle balancing, Crane lifters

**Transmission**
Year: 1973
Modifications: Primo belt drive, Southern Cycle

**Painting**
Molding: Keith's Custom Paint, Tampa, Fla.
Painter: McCarthy Signs, Hinsdale, N.H.
Color/type: black lacquer
Special paint: goldleaf, lettering, murals

**Frame**
Builder: H-D
Type: swingarm
Shocks: stock
Modifications: molded

**Accessories**
Bars: Paughco apes
Handlebar controls: GMA
Fender(s): Mid USA
Headlight: 7-inch, Mid USA
Taillight: tombstone with cover
Speedo: Mid USA
Dash: CCI
Pegs: footboards
Gas tank: Mid USA
Oil tank: Mid USA
Oil system: braided lines
Seat: Blair Leather, Greenfield, Mass.
Mirrors: Mid-USA
Grips: CCI

**Forks**
Type: H-D
Builder: owner
Modifications: 2 inches under, engraved legs

**Wheels**

**Front**
Type: H-D
Size: 16-inch
Tire: Dunlop
Brake: GMA

**Rear**
Type: H-D
Size: 16-inch
Tire: Dunlop
Brake: GMA

**Photos:** Don Rogers

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Visions Motorcycles Sales, Racine, Wisconsin • American Classic Cycles, Cherry Hill, New Jersey • Bikers Dream – Scottsdale, Scottsdale, Arizona
Bikers Dream Superstore, Clearwater, Florida • JTS Cycles, Kennewick, Washington • V-Twin City, Pomona, California • Procycle, Springfield, Missouri

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# HOME GROWN

## YOUR GUIDE TO AMERICA'S HYBRID V-TWINS

So, ya want a scoot that performs. It needs to be special, and ya don't feel like waiting two years to ride it, but you're not sure where to go or what's available out there. Well, the staff at *Easyriders* has painstakingly assembled those manufacturers producing bikes here in the good ol' U.S. of A. Oh, all right. Truth is we all sat around Snake's desk swillin' tequila and bullshitting till we fell down. See, painstaking.

Factory Harley-Davidsons are not listed here, but the 1998 model lineup will be featured in the November issue.

All the companies listed are EPA and DOT certified and approved. The bikes come with warranties and can be registered as that company's bike—not "special constructions" or "assembled vehicles." We've included some details on the company and the models they make. We've also been kind enough to include a way to get in touch with these guys. If you're looking for a performance bike to fit your price range, here's a list of those we feel are gettin' the job done. So, without any further B.S., here they are.

—*Oil Can*

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### AMERICAN EAGLE MOTORCYCLE, INC.

In full operation for just over a year, American Eagle offers seven distinct and diverse models. Located in Soquel, California, American Eagle produces about 300 of their bikes a year. According to Mike Rouse, president, he bases his company's success on the fact that American Eagle offers a high-performance motorcycle at a reasonable and fair price. He says they are using new and evolutionary components and will build a bike specifically to fit their customer. Their standard features include a 96-cubic-inch engine, a 5-speed close-ratio transmission, a 41mm wide glide style fork, and a 180 rear tire. Their production line runs the gamut from the STD Desperado, an affordable, traditionally styled, American-made cruiser, to the super performer XRS Warrior R. With a custom polished rubbermount engine design and lighter frame weight, this ride is a definite canyon burner. Priced to sell from $20,995 and up, depending on customer specs, these bikes can be purchased at any of their dealers and at many of our *Easyriders* franchise stores.

Need anything else? Contact American Eagle, 3949 Research Park Ct., Soquel, CA 95073; (408) 477-9370. Check out the road test this month on page 145!

### AMERICAN IMAGE MOTOR COMPANY, INC.

Located in the central California city of Santa Cruz, sits American Image Motor

Company. Joe DelNegro, owner, started his business 10 years ago as Cycle Imagery, and his business has blossomed from there. American Image produces 12 different models at a rate of 40 per month. All of their models, named after birds of prey, feature 88-cubic-inch S&S engines, Mikuni carbs, and Delkron cases. American Image builds a hardtail starting at $13,500 and Softail and FXR styles topping out at $22,900. Although there are currently five dealers around the country, American Image can build your bike within four to six weeks. DelNegro credits their three-year, unlimited mileage warranty and their customer support network for their success in this industry. If you like the models they have, but prefer a more customized look or maybe a larger engine, they will build the bike to your specs and offer a 96-inch engine on the fat tire models. Get all the info you need by contacting American Image Motor Company, Inc., 1047 17th Ave., Santa Cruz, CA 95062; (408) 475-3626.

### BIG DOG MOTORCYCLES, LLC

In 1994, Sheldon Coleman—one of the principals behind the Coleman camping equipment company before a buyout ousted the Coleman family from the business—opened a custom shop in his hometown of Wichita, Kansas. Through these humble beginnings, he acquired two more shops and had to move *his* shop three more times to accommodate his client growth. Coleman says that although his bikes are reminiscent of Harleys, since they are made from aftermarket components, they are designed to upgrade the performance over that of a stock Harley. All five models available feature high-performance, 80-cubic-inch, rubber-mounted, engines, S&S cases, Eldelbrock heads, and QwikSilver carbs. Combined, these features boost the performance 30 percent more than stock Harleys. Four hundred Big Dogs are slated for production this year. All five models can be built and shipped to the customers specifications within 60 days and come with a 12-month/12,000-mile warranty, with a three-year/36,000-mile optional warranty also available. The bikes range in price from $19,950 to $20,950 and can be purchased through their headquarters, one of their many outside dealers, or, again, through one of our many *Easyriders* franchises.
For additional information contact Big Dog Motorcycles, 140 North Ohio, Wichita, KS 67214; (316) 267-9121.

### CALIFORNIA MOTORCYCLE COMPANY

Based in the garlic capitol of the world, Gilroy, California, California Motorcycle Company produces 13 basic models and is set to produce 1,500 bikes this year. This is a family-owned business, operated by Rey and Rich Sotelo. Rich, vice president, says the essence of CMC is that the motorcycle is tailored to the individual rider. Like a pair of boots made for one set of feet, nothing can compare to a motorcycle that conforms to the rider's body. They build the bikes with the understanding that no two riders are built or ride the same. So much so, CMC built two models, the LaReyna and Susan's, which are now produced in volume specifically for women riders. (Susan's was originally built for Rey's wife, who's name is, of couse, Susan.) All of their bikes feature 88-inch S&S motors, assembled in-house, S&S carbs, ACCEL electrics and their own manufactured trannies, forward controls, and triple trees. They use American-made frames by Sundance and Chopper Guys and offer a 12-month/ 12,000-mile warranty. The bikes range in price from $17,000 to $27,500 and, depending on your specifications, can go up from there. For the straight dope contact CMC at California Motorcycle Company, 7560 Railroad St., Gilroy, CA 95020; (408) 847-4211.

### CASTLE MOTORCYCLE MANUFACTURING, INC.

Relatively new on the scene is Castle Motorcycles. Located in Colorado Springs, Colorado, Kenny Castle is taking a different approach to the whole building game. Castle only assembles about 200 units per year and has no intentions of increasing production as of yet. Since Castle only produces the one model (it's $500 more if ya want the two seater), Kenny states that any increase in production at this point will severely cause a decrease in the overall quality of their bike. Kenny is also very proud of the fact that his bikes use 97 percent American-made raw materials in their production. The KR SuperSportt has an 88-inch S&S, rubber-mounted engine capable of pulling 102hp. They use an Andrews close-ratio 5-speed tranny and Castle manufactures the frames themselves. The price for the SuperSportt is $27,195. The only way to get your hands on one of these machines is to contact Castle directly. Get a hold of them and see what you think. Castle Motorcycles, 320 South El Paso St., Colorado Springs, CO 80903; (719) 636-2167.

### CONFEDERATE MOTORCYCLES INC.

With four years in designing and three in years in production, Confederate Motorcycles, Inc., is making a name for themselves with their two boulevard-pounding machines. Headquartered in Baton Rouge, Louisiana, Confederate is producing over 300 of these rides per year. Along with their widely popular single-seater Hellcat, they've added a two-seater called the American GT. According to Matt Chambers, president of Confederate, "We wanted to give our riders an option, and we have, without sacrificing the distinct look and feel of the Confederate." Standard on the GT are a 113-cubic inch motor, in frame oil reservoir (6.5 qts.), chrome moly swingarm, 5-gallon gas tank, and inverted front suspension. The corporate policy, evidenced by this structurally strong fabrication, was to build these bikes from the inside out. The assembled GT weighs less than 500 pounds. These bikes are built to order, with prices ranging from $27,500 for the Hellcat, to $30,000 for the GT. These bikes can be purchased through many of our *Easyriders* franchise stores, or by contacting Confederate Motorcycles, 2311 Christian St., Baton Rouge, LA 70808; (504) 383-8663.

### ILLUSION MOTORCYCLE COMPANY

Referred to as the "Grandpa of the Harley Clone Movement," Donnie Bittman, owner of Illusion Motorcycles, has been credited by many in the industry as starting the hybrid market. In 1990, Donnie built his first prototype, and while attempting to market his creation, was attacked by the safety nazis of the EPA and DOT. A year later, Donnie was able to sell the bike in Sturgis and the hybrid, or aftermarket, market began. Donnie literally forged the way for other manufacturers to follow in his footsteps. Competitors are beating a path to his door for his motors. He recently sold 80 of them to one competitor and has signed a contract to provide 60 a month to another one entering the hybrid game in early 1998. Located in Riverside, California, Illusion produces three models—a hardtail, Softail, and FXR-style—at a rate of 600 per year. They come standard with 97-inch Illusion

motors, an Illusion performance cam, and 5-speed trannies with Andrews close-ratio gears. They range in price from $16,995 for the hardtail, to $24, 995 for the FXR style. Need a little more customizing? Illusion will do that as well. In fact, Illusion will build you their 132-inch, nitrous-burnin street rocket, that's just waitin to be flown outta the shop.

For additional info, contact gramps, er, Illusion Motorcycles, 8330-A Indiana Ave., Riverside, CA 92504; 909) 343-8788.

### SURGICAL STEEDS CLASSIC AMERICAN MOTORCYCLES

Stabled in Scottsdale, Arizona, Surgical Steeds has been a "mom and pop" owned and operated business for more than seven years. John and Deborah Covington take a different approach to building these steeds. They say they are building personalized bikes. According to John, their personal approach to world-class custom bike building is a truly unique experience, these are customized bikes with a pedigree. Surgical Steeds manufactures three models of bikes at a rate of 30 per year. That's right, per year. These bikes are made to fit the individual rider and you can have yours within six to eight weeks. They have their own federal vehicle I.D. number and are listed in the *Kelly Blue Book*. Their three models—the Quarter Horse, Clydesdale, and Thoroughbred—range in price from $28,000 to $31,000. They all feature 98-inch Steed engines, Delkron cases, big bore, dual-plug heads, and Mikuni HS-42 carbs. If you want to saddle one of these steeds, contact Surgical Steeds, 9550 North 90th St. Scottsdale AZ 85258; (602) 661-1990.

### TITAN MOTORCYCLES OF AMERICA, INC.

Titan Motorcycles began as Paragon Custom Cycles, in Phoenix, Arizona, in 1993. Since then, Patrick Keery, president of Titan, and his 70-member staff have quickly gained a reputation for high-quality, reliable, high-performance machines. National sales manager, Mark Green, attributes their success to extensive quality control. After testing the components prior to installation, they conduct a three-phase inspection of the bike during assembly, and a 100-point wheel-to-wheel inspection takes place before and after the initial 100-mile road test. Five standard models and three rubbermount models of Titans, ranging from the big cruiser Roadrunner to the ultra fast Sidewinder, are being produced out of their Arizona headquarters at a rate of about 800 per year. With over 50 sales outlets worldwide, including many of our *Easyriders* franchise stores, it should be easy to get your hands on one of these machines, ranging in price from $22,900 to $29,900. These bikes feature big-inch S&S engines, specially designed Daytec Softail and rubbermount frames, and Titan's own professionally designed and built components. Since many of their models are individually built to order, you may have to wait six to eight weeks for your specifications to be assembled. Otherwise, pick up one of these ready-to-go, fully warranted machines at the *Easyriders* store or dealer nearest you. For additional info contact Titan Motorcycles of America, Inc., 2222 West Peoria Ave., Phoenix, AZ 85029; (602) 861-6977.

### VICTORY MOTORCYCLES USA

Who? Maybe you're more familiar with Polaris Industries Partners LP? Yeah, the folks who design, engineer and manufacture snowmobiles, all-terrain vehicles (ATVs), and personal watercraft (PWC), and who have been kickin' some Japanese ass in that market, are entering the motorcycle arena. According to CEO W. Hall Wendel Jr., they have the Polaris name, the worldwide dealer and distributor network, and the manufacturing infrastructure to effectively compete in this marketplace. Currently located in Minneapolis, Minnesota, Polaris has been around for a while. Established in 1954, they began manufacturing snowmobiles, added ATVs in 1985, and PWC in 1992. Though extremely tight-lipped regarding any specifications on their motorcycles, they have said it will be a cruiser type and undoubtedly a V-twin. When production starts, they will move the assembly of the motorcycles to the company's Spirit Lake, Iowa, plant, which currently houses their PWC and ATV assembly lines. Expecting to turn out a high volume of bikes, Victory intends to claim victory in the American-made motorcycle market. Their bikes will not be unveiled until June 1997, so we should be able to review them in 1998. If you think you can get any more info than we were able to, contact Victory Motorcycles, USA, 1225 Highway 169 North, Minneapolis, MN 55441; (612) 542-0500.

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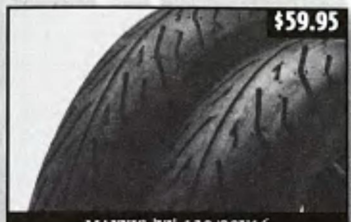

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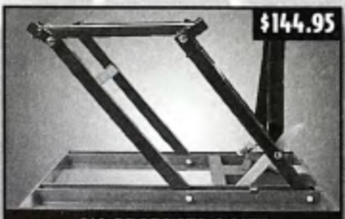

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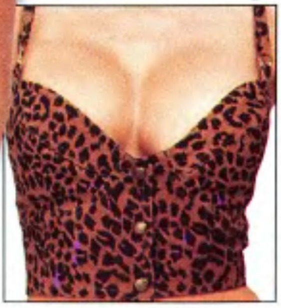


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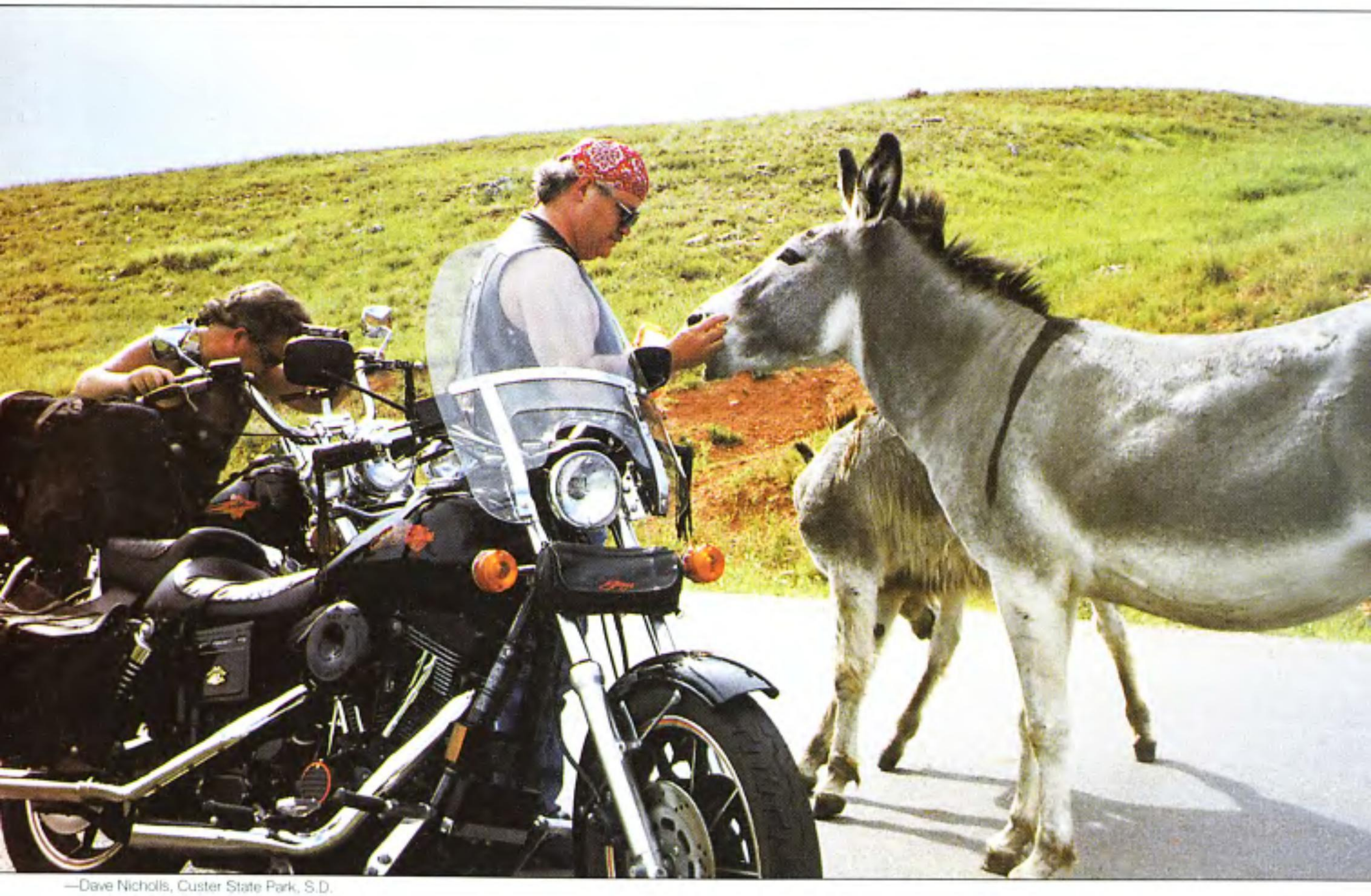
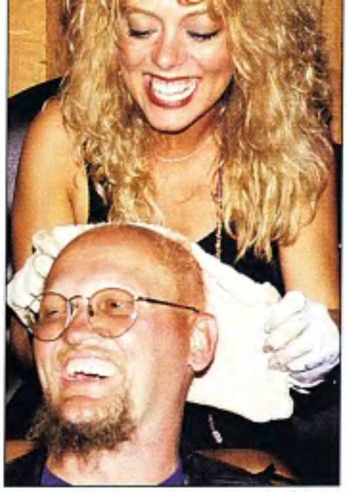
*Plus shipping charges and sales tax .

—Big Foot, Keystone Heights, Fla.

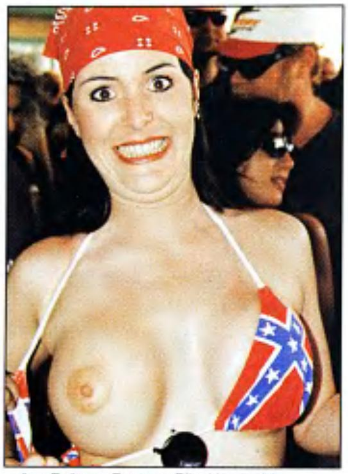
—Fat Charlie, the gang at Ira's, Davie, Fla.



—Dave Nicholls, Custer State Park, S.D.

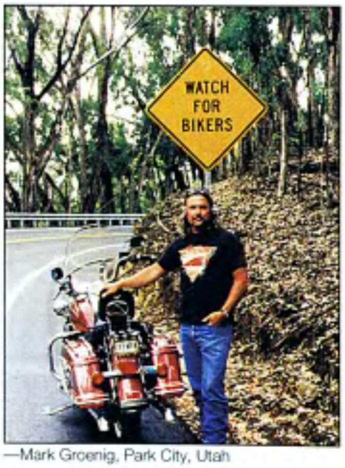


—Curley,Broken Spoke Saloon, Sturgis, S.D.



—Ace Pelham, Daytona Bike Week '96

—Dennis Hines, Crossett, Ark.




—Mark Groenig, Park City, Utah

—Joan Causey, Pub 44, Biketoberfest '96

—Chuck Perkins, Tiffin, Ohio. Jan Richardson on the way to Wetzel MC party '96

—Cobra, ABATE Freedom Rally, Humboldt, Iowa

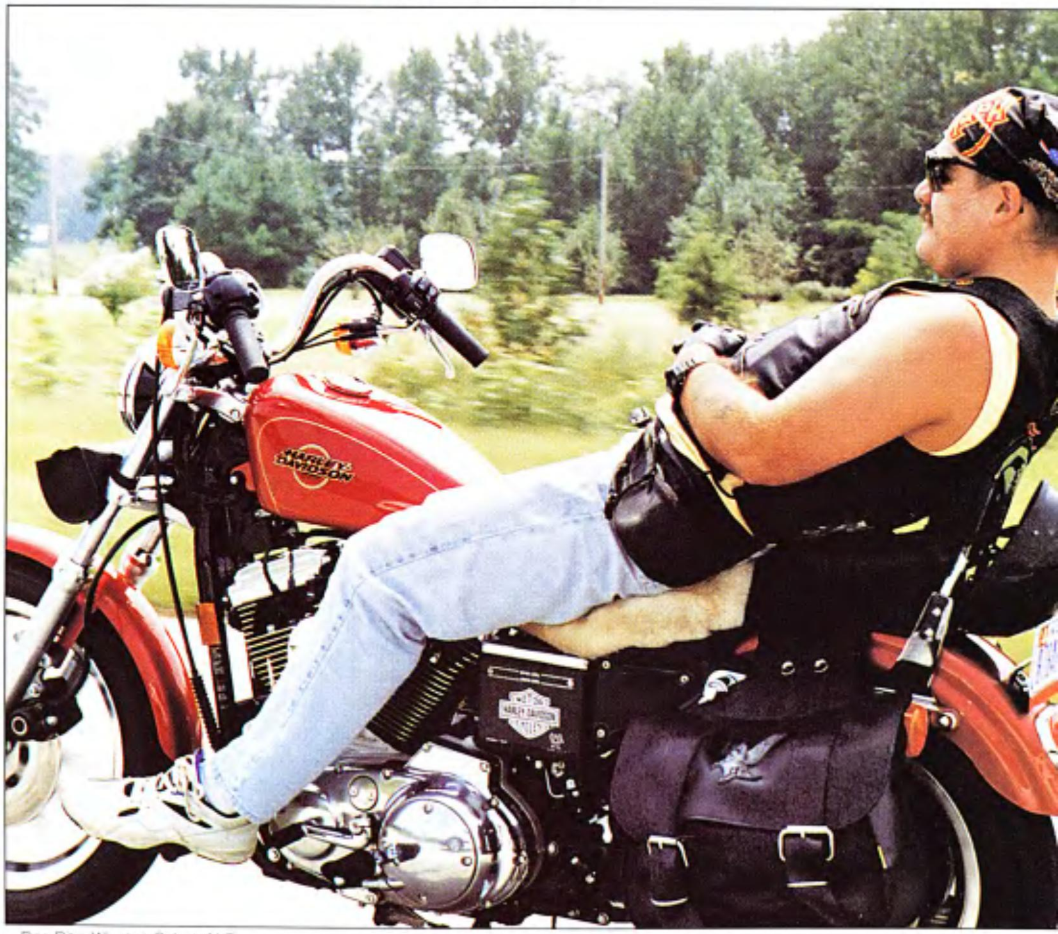
—Kent Noble, Pittsburgh, Pa.

—Miserable George, Cocoa, Fla.

—John Donovan III, Trenton, N.J.

—Frogman, Santa Monica, Calif.

—Van Newman, Brandywine, Md.

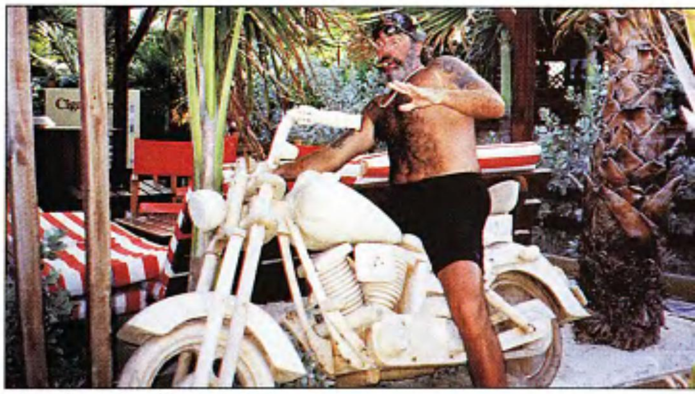


—Dog Bite, Winston-Salem, N.C.

—Mike Scott, Weirs Beach, N.H.

—Linda Barbour, El Dorado, Calif. In loving memory of Big Dan.

—Nancy Jermyn, Sanford, Fla.



—David Tocci, Orient Beach, St. Martin

—B&C Nealon, Arkville, N.Y.

—Danny Roscoe, Sturgis '96

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Stock Length FXWG '80-'83
Polished Lower Legs..E-112.. $499.95
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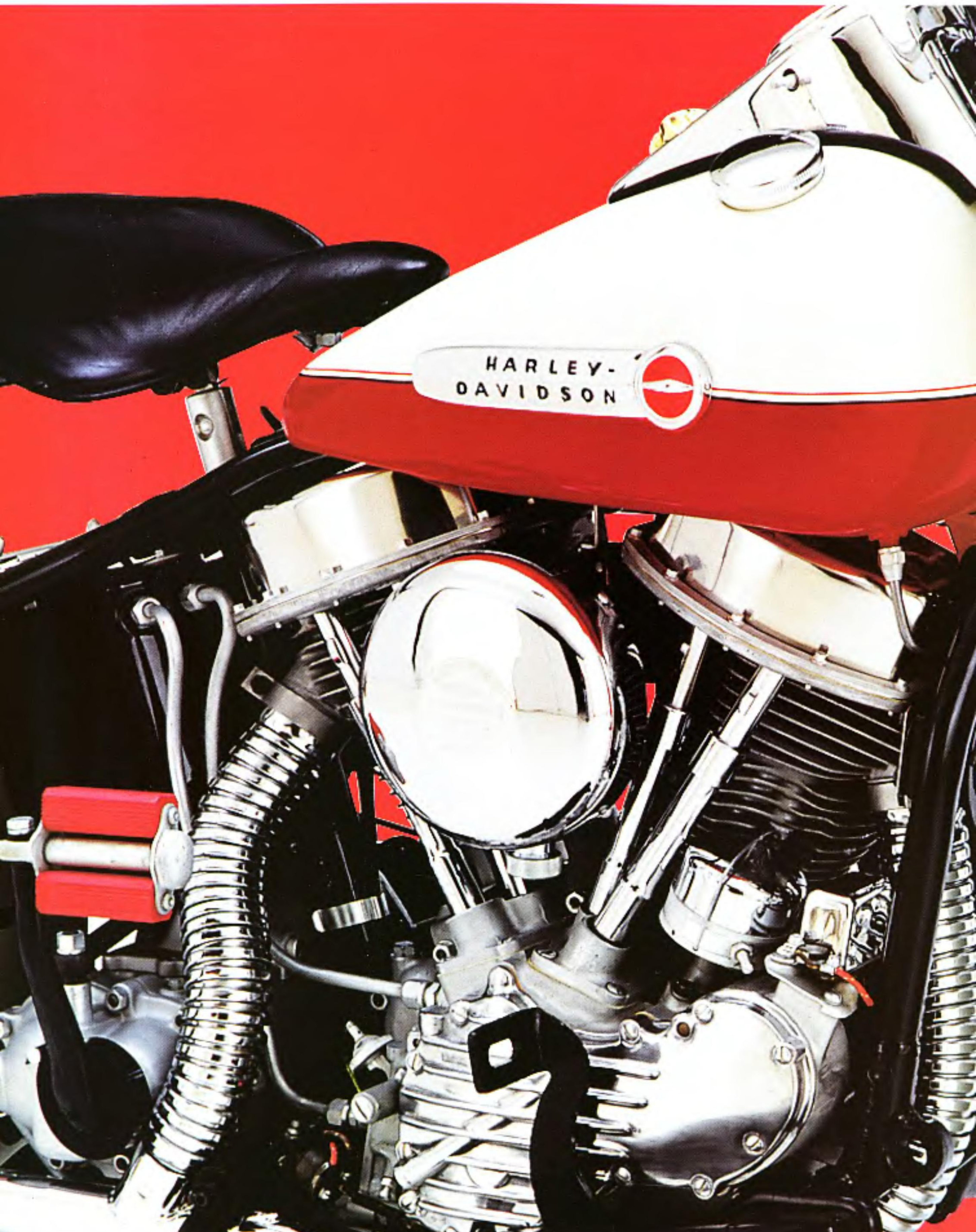
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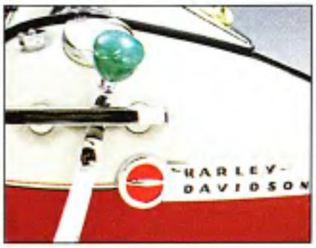


# BASIC TRANSPORTATION

For decades, bikers have been building and riding motorcycles for any number of reasons: to chase women, escape brutal parents, run away from the law, find a better life on another coast, or live on the same sonuvabitch until we drop.

Back in 1950, Howard Cook, a welder in the Los Angeles area, purchased this FL Panhead as his daily ride. Back then, I imagine the traffic between L.A. and Orange County was a helluva lot lighter than the mass congestion that exists on this well-traveled route these days, and I'm sure that cruising on a beautiful Pan like this must have made that commute all the better. Unfortunately, some years into the bike's ownership, Howard crashed and the scoot was severely damaged. Although he vowed to resurrect the sled, time got the best of him, and the proud Pan ended up in hibernation for more than 25 years.

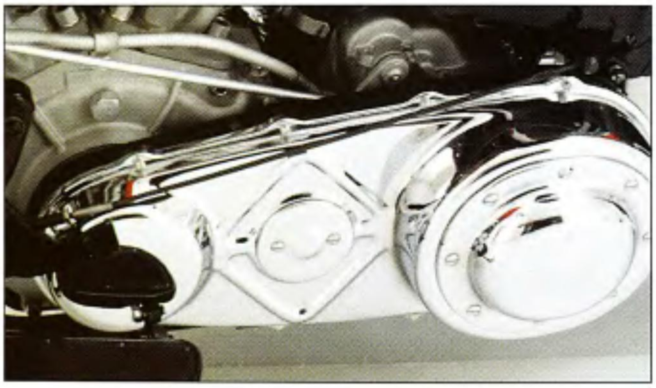
When it came time to clean out the well-packed stall, Howard's son-in-law, →

Custom Cycle Engineering's co-owner Jim Whitehead, was lucky enough to be given the keys to the crumpled old Pan in hopes that it would ride with dignity again. Tim and Lisa Wallingford were hired to begin the bike's rebirth, and their passion for antique bikes slowly and methodically breathed new life into the old sled.

Some of Howard's own mods and customizing had to be removed, because the bike was to be rebuilt and restored to H-D factory specs. Over 90 percent of this bike is original, and what had to be gleaned from the aftermarket was carefully implemented with thorough research. Although this ride has authentic Panhead-era colors, its scheme is not. Pete Santini masterfully applied the new colors that replaced the original black scheme.

At this point, the hard work, research, and attention to details paid off in full. Jim's beautiful Panhead is now back on the road with all and more of its former glory as a Custom Cycle Engineering company ride. It should be safe to say that this old Panhead will be staying in the family for a long time. I hope so, because I gotta tell ya, basic transportation never looked so good.

*—Wordman*



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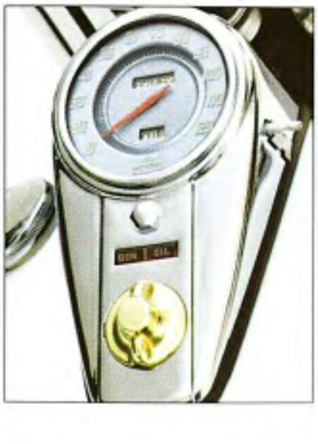

# APRIL WINNER

Damn the luck. So ya figured you'd send in a few snaps of your rebuilt '89 Softail to impress the staff, and sure what the hell, you're a nice guy, you'll let your bro's wife sit on it for a couple flicks. He's taking the photos, what could it hurt? Well if it's a total babe named Shannon, it'll make your bike go nearly transparent, and the next thing ya know she's the walkaway winner of the Fox Hunt. Paul Anderson must be kicking himself, but now he's also sharing in the spoils of victory. Shannon, from Pomona, New York, a career hairdresser and makeup artist, works with her fashion photographer (read: nudes) husband, Tony Coviello, and has leaped tits first into the modeling game herself. No doubt she's got what it takes. Shannon and her man have moved north from Florida, with many great memories of puttin' their '92 Low Rider Convertible along A1A and I-95 in the Sunshine State. This Harley lover has been riding since she was 17, and says she just "had to do *Easyriders*." After doing the rest, she's now done the best. Check her out on the construction site with Scott Dwyer's Smitty-built Pan on page 92. —*Loudmouth*

My first time on a Harley-Davidson was when I was three with my mom. I've been riding ever since

**Penny, Alabama—#901**

It was over the Pali Highway in Hawaii. The rain felt like darts but the pleasure overcame the pain.

**Laura Rae, Hawaii—#902**

My first ride I was about seven years old. I was with my uncle on a chopper. Ever since I've loved to be in the wind.
**Cassandra, Ohio—#903**

Riding on a deserted road outside of town, all I could hear was the sound of the engine. I felt peaceful and wild at the same time.
**Kelli, Nevada—#904**

It's been so long since my first ride on a Harley that I can't remember, but I'm still doing it!
**Janice, Florida—#905**

The rolling thunder of the Harley between my virginal thighs was incredible. Just like hot sex, it keeps me aching for more.
**Kimberly, New Jersey—#906**

# FOX HUNT

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #291 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

**Here she is, bros, the May 1997 winner in our monthly Fox Hunt, Reneé, #504, from Atwater, California. See more of her next issue.**

For this issue, you can begin sending in your votes beginning August 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on August 31,1997. We will print the winner in the January 1998 issue.

---

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

**291**

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City__________ State__________ Zip__________

Daytime Phone (    ) ________ Evening Phone (    ) ________

I am _____years of age, born ______________________

I will pose Full Nude ______________

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City__________ State__________ Zip__________

Daytime Phone (    ) ________ Evening Phone (    ) ________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

______________________________________________

______________________________________________

______________________________________________

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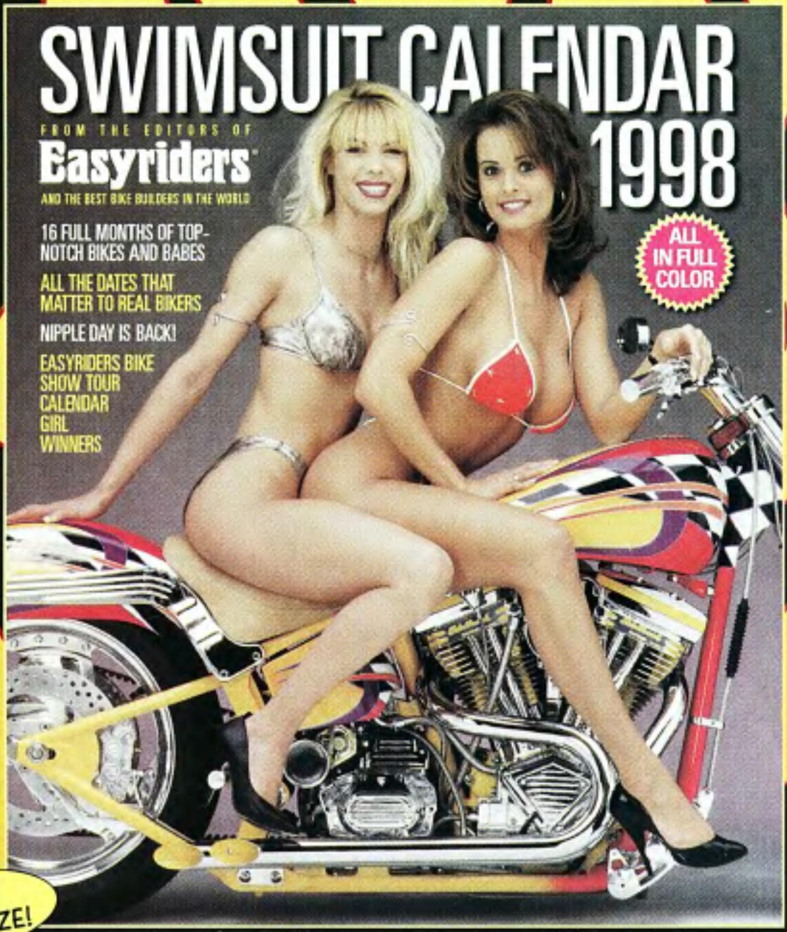


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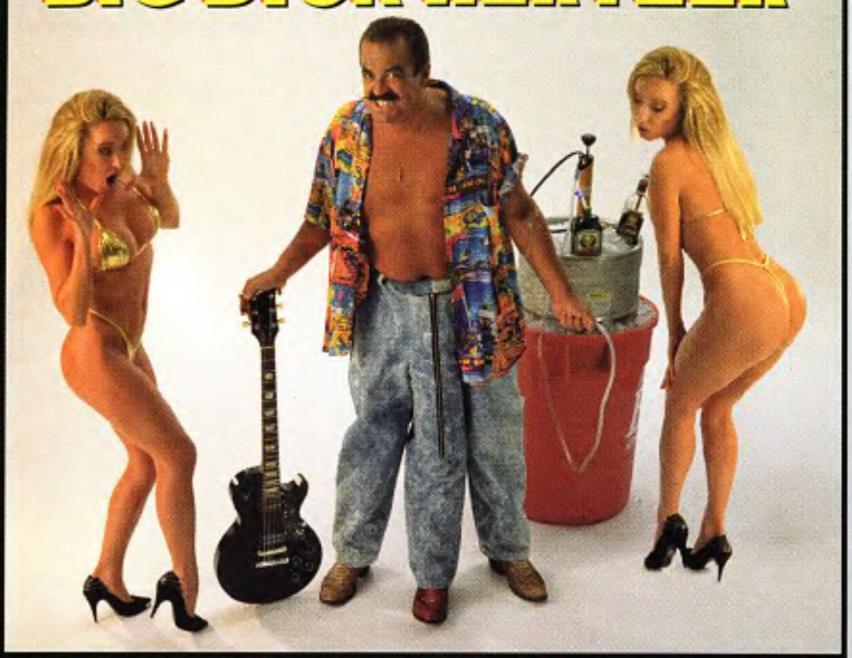

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Special Features

# TRUE LIFE T&A TALE!

My esteemed colleague and technical wizard Dr. Phinias Buckwheat had joined me in hiding just on the other side of the warehouse near Snappers, our favorite titty bar in Agoura, as we let the honey draw the bee ...

Dr. Buckwheat mumbled his disapproval, "Snatching a bike and leaving it where any innocent young girl could come along and ..."

"Not just any nubile nymph, Bucky ... and here she comes now!"

A sweet li'l hardbelly from the bar was taking a break from her afternoon dancing chores when she spied the irresistible bait. Her name was Swallow, and we'd met here earlier as she was demonstrating her flexibility over our drooling faces. She was telling us about how

she loved Harleys, and I'd just slipped a quarter down her bikini bottom.

"Ohhhhhh! Please, sir, be so kind as to warm your modest donations before inserting them in my piggy bank. And perhaps next time, you could use paper money ... because it does go further ..."

"Well honey, where I work this is all I get per word ..."

"No touching the girls, you cheap-tippin' bums! And stay the fuck out!" Next thing I knew, Dr. Buckwheat and I were sailing ass-end over Kansas out the door. The 7-foot, bald-headed, hog-jowled bouncer had made his point, but I hadn't gotten enough of li'l Miss Swallow. So Buckwheat and I had quickly gone to work on a plan, which lead us shortly back to the treasured moment.

"Ooohhhhhh," Swallow cooed as she approached the bike we'd liberated from a photo shoot at the office down the road. "I've always wanted to see a real Harley, up close and personal."

Swallow knelt near the bike, caressing its gleaming tank. "And it's always been my →

fantasy to pose naked on and around one of these throbbing Milwaukee vibrators. I'll just pretend there's a camera somewhere and live out my fantasy ..."

Gulp! Me and the Buckmeister dropped our jaws simultaneously as our health club poster child proceeded to live out *our* fantasy! A free show, just a few feet away ... but after five minutes, we couldn't take it any longer.

"Let 'er rip, Buck!"

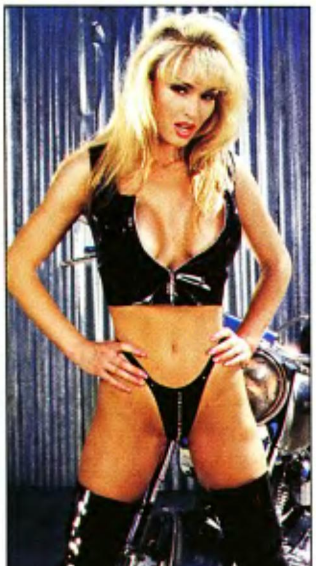
My esteemed colleague pressed a remote control button on his universal liberator apparatus, and the Evo's Viper alarm auto-start engaged like a big dog!

"Ohhhhhhhhhhhhhh! Oooohhhhh, mmyyyyyyyy! Yeeesssssssss!"

Swallow's eyes rolled into the back of her head, and I was behind her, on the bike in a heartbeat.

"Hug the Hog, sugarlips, it's showtime!" I howled.

She obliged. I ripped the wick and scorched the asphalt, just as the bouncer from Snappers and the guys from the photo shoot round-



ed the corner at the same time, screaming at the top of their lungs. But they were too late. I rolled us onto the Ventura Freeway for the lap dance of my life, ever grateful for another sunny day in Southern California.

—*Captain Trash*

Photos: Kirk Miles

Conrad Goode in *Con Air*, far right.

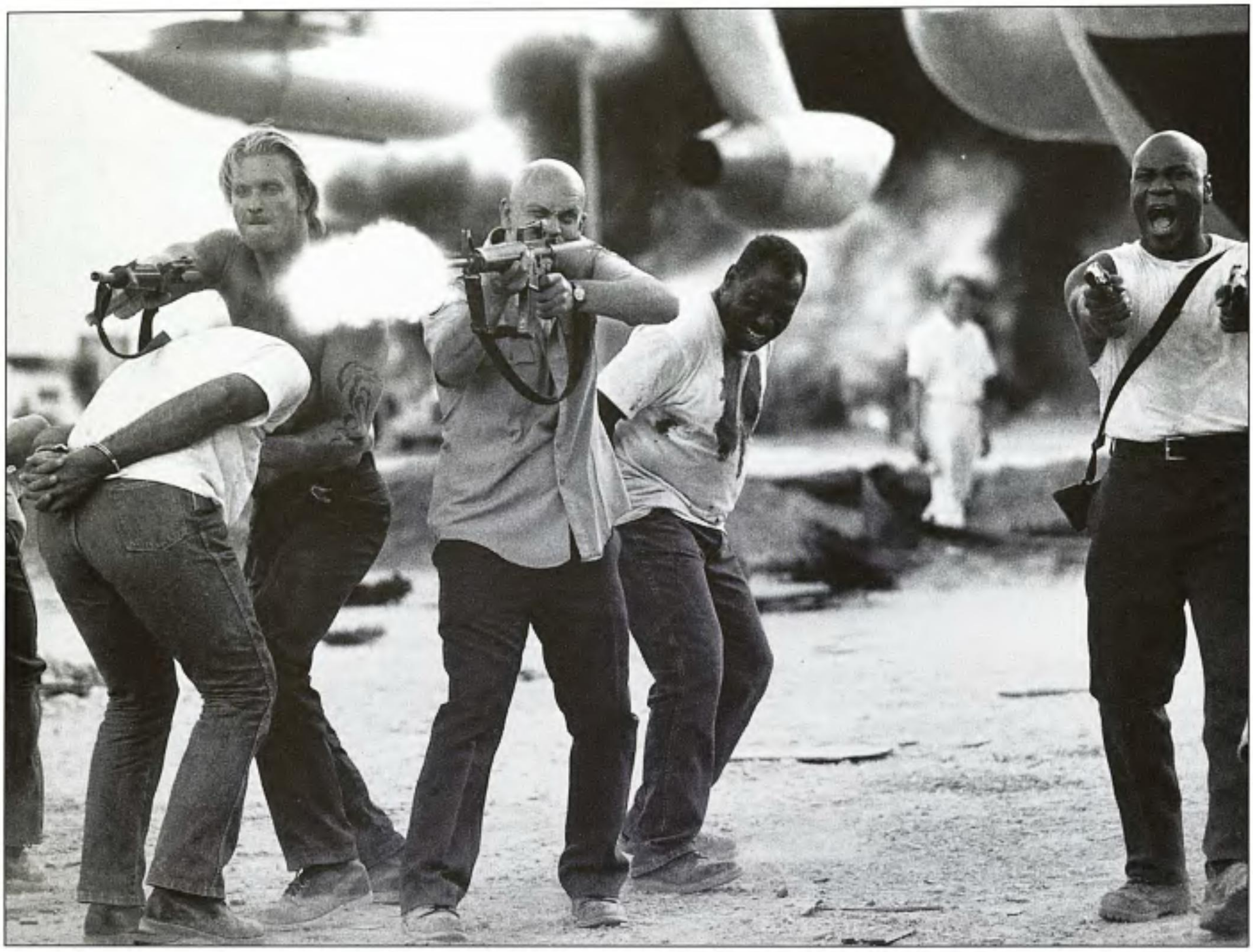
AN ODYSSEY UNFOLDS—BEHIND THE SCENES IN THE MAKING OF A BIKER MOVIE CALLED ...

So you wanna make a movie? Everyone wants to make a film, be a star, tear up the streets of Hollywood, and get his/her name on the Walk of Fame. At times it appears easy until you listen to the producers' acceptance speeches at the Academy Awards and their stories of the five-year struggles to finally find the funding, before the shooting started.

*Forrest Gump* faced five years of hunting for cash before the first roll of film was sandwiched into the camera. Recently, *Shine*, which gained actor Geoffrey Rush an Academy Award and won numerous film critic awards, ran out of money during the shooting of the film and had to shut down until more was raised. Multiple Oscar winner *Dances With Wolves* was written by Michael Blake, a visionary who spent six years of his life waiting for someone to option the screenplay. Was it worth it? It must have been; they were all smiles at the Academy podium. It's not easy, but no goal ever is. It's a lot like a young rider dreaming of his first bike. It may seem out of reach to begin with, but if the dream is accompanied by reachable objectives, then it may come true. Yeah, right, and I'll be prez and straighten out the country before I'm 50.

With that in mind, here's the crew of biker movie idealists. Initially, the group included Bandit and his *Cross Country* book outline about five young riders who are crazy enough to organize a cross-country ride to fulfill one of their fantasies. And then there is Mark Siegfried, who worked here years ago and can't get the open road out of his blood. Mark brought over the only new guy in the formula, Conrad Goode.

# CROSS



We thought Bandit was big until 6-foot-6, former All-American and NFL player Conrad strolled into the garage. Mark introduced Conrad to Bandit and said, "I know you have the story lines and the dream of a biker movie. Conrad here has a similar dream, plus a track record at writing screenplays. Whaddaya think, bro?"

Conrad was playing for the New York Giants when he decided a change of vocation was in order and began to pursue acting full time. Since then, he's hit the screen in Roger Corman's *Circuit Breaker* and, most recently, he's playing a hardened criminal alongside Nicholas Cage in *Con Air*. His screen credits are expanding, including the sale of his first screenplay, *Hail Mary,* which reflects his gridiron experiences. Behind all the Hollywood b.s., he's always been a biker.

So we pulled the garage milk crates in a circle and jammed on a biker flick, an *Easy Rider* for the '90s. But as we mentioned, movies don't grow on trees. They are visions that change and grow until the day someone believes enough in the concept to write the check, and the filming begins. That's the key, but what's a project if you don't share it with your pals?

As if it were a dream project bike, we will follow the process, the struggles, the alterations to the screenplay, and Bandit's original outline, which will be written into a book form perhaps next year, if the bastard stays on schedule. At some point we'll reveal elements of the script or condense it and run it as a fiction piece. But you'll be the first to know any movement they make, any progress in the climb to make this dream a reality.

—*Renegade*

# COUNTRY

# LUCK OF THE DRAW

TWO WINNERS TAKE ALL
WITH A FULL-HANDED PAN

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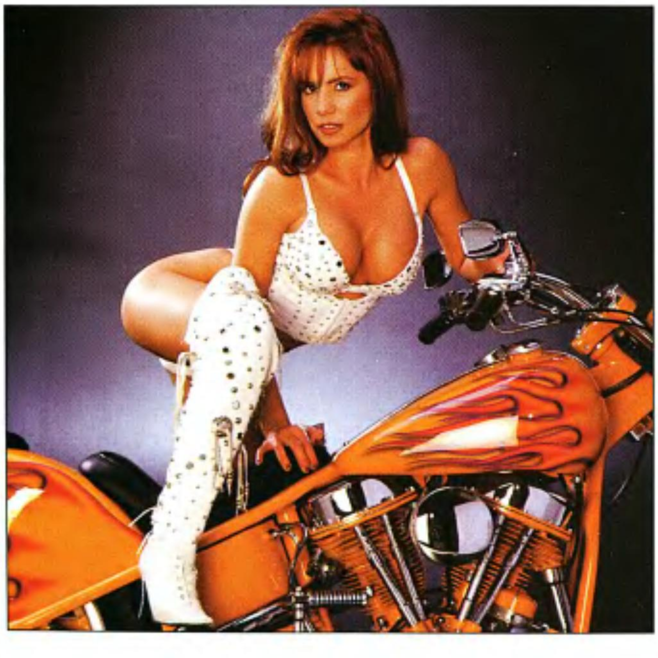
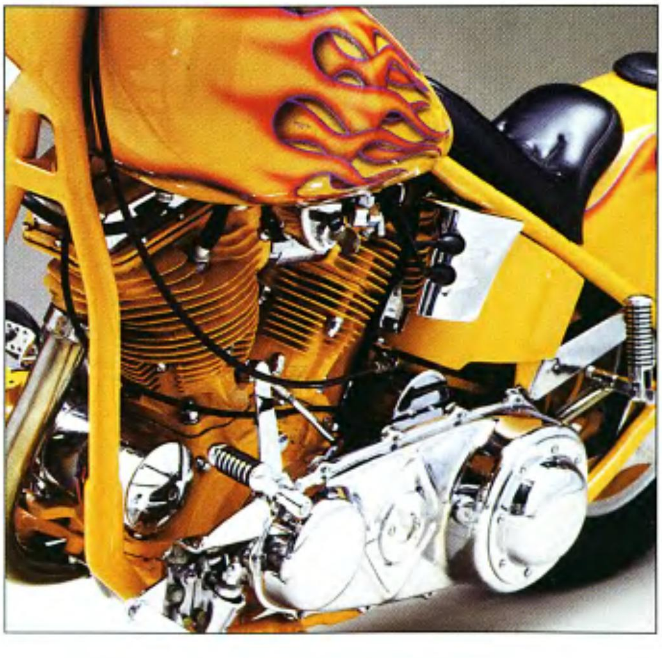
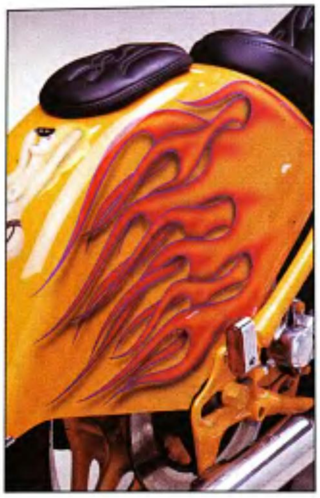
This 1950 Panhead, adorned by this month's Fox, Shannon, is a reminder to left-turning clowns that justice and a poker face will prevail. A bike builder named Smitty, of Spirat Enterprises in Melbourne, Florida, crafted this scoot for his lawyer, Scott Dwyer, after a female driver, whose distance perception was colored by genetic interference, left the man with more steel in his leg than the Terminator. By the way, Smitty restored the 25th-anniversary version of the Captain America bike for the *Easy Rider* movie re-release

The irony was that he was test riding a prototype trike for a handicapped buddy. The double irony was that the wench who hit Smitty only had $10,000 in insurance coverage available. Do the math. Scott did, then started looking for loopholes, anything to bring it all into financial perspective. So he decided to let the insurance company hang itself.

"The law requires that both your and the other guy's insurance company act responsibly to comply in a timely manner," Scott explained. "If you get hit by someone without enough insurance, you provide →







his/her insurance company with what they request ... and if they take their time in getting back to you, hopefully too much time ... boom!"

And Scott lowered exactly that on the other guys when they dragged their asses, to the tune of a substantial handful of green for Smitty. It had been a gamble, but one that both men believed would turn in their favor. "I was confident in my ability and the other insurance company's stupidity," Scott added.

Smitty must have been confident in both too, 'cause midway through the case, he started building Scott a longtime desire: a classic piece of Harley. Scott wanted it to be orange, but beyond that, he left the creation of his desire to Smitty's seasoned hands. And with help from Fred, Mator, L'il Al, Plum, and Bear, Smitty made Scott one happy cruisin' camper.

Among numerous one-offs, the triple trees, tweak bars, and lower fork brace were designed by Smitty and built by Diamond Precision Machine. Fish crafted the rear fender, and after loading up the blueprinted 74-cubic-inch motor with Wiseco 9:1 pistons and a L-2 Leineweber cam, Smitty provided Scott with a ride that'll never go outta style. And Scott's reaction on the first firing?

"Amazement. My wife's reaction was, 'If this bike was a two-wheeled taxi cab, someone would have to be blind to hit you.'"

And you can be sure they wouldn't see what was comin' next ...

*—Captain Trash*

**Owner:** Scott R. Dwyer
**City:** Melbourne, Florida

**General**
- Fabrication: Spirat Enterprises
- Year/make: 1950 H-D
- Model: Panhead
- Value: $45,000
- Assembly: Spirat Enterprises
- Chroming: Farmac Plating, Perf. Polishing

**Engine**
- Year/model: 1950 Panhead
- Rebuilder: Smitty, Spirat Ent.
- Ignition: points
- Displacement: 74 cubic inches
- Lower end: stock
- Pistons: Wiseco, 9:1
- Cases: H-D
- Heads: H-D
- Cam: Leineweber L2
- Carb: Bendix
- Pipes: Paughco
- Modifications: blueprinted, balanced by Spirat, CCI air cleaner, JIMS hydraulic lifters

**Transmission**
- Year: 1950
- Modifications: RevTech gears

**Paint**
- Molding: Fisher Customs
- Painter: Todd Fisher
- Color/type: orange/urethane
- Special paint: Todd Fisher

**Frame**
- Builder: H-D/Spirat
- Type: wishbone rigid
- Shocks: rigid
- Modifications: 46-degree rake, billet fork stops

**Accessories**
- Bars: CCI wide T-bar
- Handlebar controls: CCI
- Fender(s): CCI front, rear by Fish
- Headlight: CCI 5 3/4-inch round
- Taillight: H-D
- Speedo: CCI mini
- Dash: Arlen Ness
- Pegs: CCI
- Foot controls: CCI
- Gas tank: 5-gallon fat bob
- Oil tank: H-D
- Primary cover: Paughco diamond
- Seat: Driscoll Interiors
- Mirrors: CCI Mirage
- Grips: CCI

**Forks**
- Builder: Diamond Precision
- Modifications: 10 over, billet trees, brace

**Wheels**

**Front**
- Type: H-D
- Size: 19-inch
- Tire: Cheng Shen-Hi Max
- Brake: disc

**Rear**
- Type: H-D
- Size: 16-inch
- Tire: Cheng Shen-Hi Max
- Brake: disc

**Photos:** Don Rogers

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**NEW COLUMBUS CUSTOM**
**Stock #:** NM010 **Engine:** 80 ci/1340cc **Features:** Stage II Performance Kit

**1997 HARLEY-DAVIDSON**
**Stock #** UM191 **Model:** XL8 **Color:** Black **Mileage:** 960

**1997 HARLEY-DAVIDSON**
**Stock #:** um192 **Model:** Fat Boy **Color:** Silver/Black **Mileage:** 600

**1994 HARLEY-DAVIDSON**
**Stock #:** UM157 **Model:** FXSTC **Engine:** 1340 cc **Color:** Blue **Mileage:** 4700

**1997 COLUMBUS CUSTOM**
**Stock #** NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam

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**1996 LOW BOY**
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**1986 HARLEY-DAVIDSON**
**Stock #:** UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red

**1952 HARLEY-DAVIDSON**
**Stock #:** UM188 **Model:** FLH Stroker **Color:** Blue Custom

**1996 HARLEY-DAVIDSON**
**Stock #:** UM184 **Model:** FXD 1340cc **Mileage:** 3660 **Color:** Red

**1951 HARLEY-DAVIDSON** **Stock #:** UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine

**1978 HARLEY-DAVIDSON**
**Stock #:** UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

**1979 HARLEY-DAVIDSON**
**Stock #:** UM185 **Model:** Sportster **Engine:** 1000 cc **Color:** Black **Mileage:** 11,350

**1994 HARLEY-DAVIDSON** **Stock #:** UM180 **Model:** FLSTF Fat Boy **Color:** Black Custom **Mileage:** 13,900

**TITAN**
**Stock #:** T140201 **Model:** Roadrunner **Engine:** 1573cc-96ci – 108 H.P. **Color:** Red

**TITAN**
**Stock #:** T140200 **Model:** Sidewinder **Engine:** 1573cc-96ci – 108 H.P. **Color:** Blue

**TITAN**
**Stock #:** T1440198 **Model:** Gecko **Engine:** 1573 cc-96ci-108 H.P. **Color:** Black

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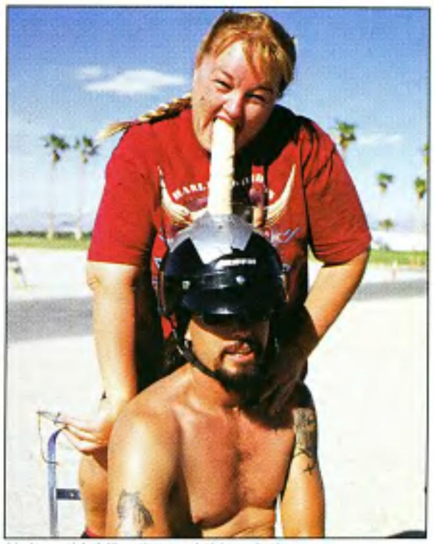
# RIP'S RUN

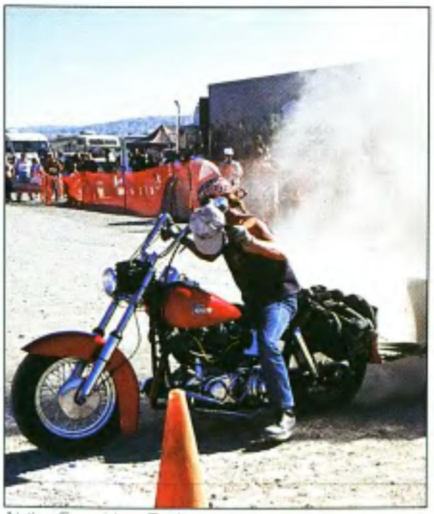
At the Avi drag races.

Pretty drag racing fan.

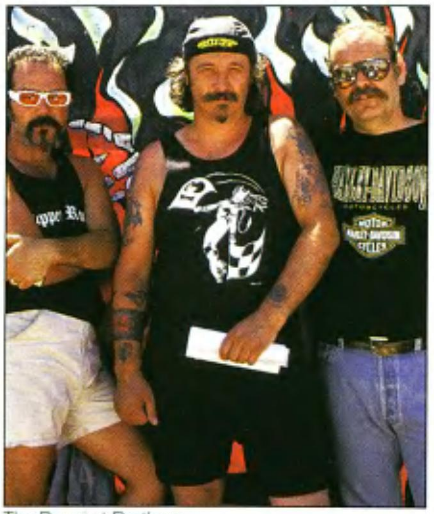


Ain't nothin' like the real thing, baby.

Eric Burdon, Cathy and Bobby Solomon.



At the *Easyriders* Rodeo.



The Bayonet Brothers.

# SCIROCCOS

Howdy. I'm just getting back from the Laughlin River Run, and I thought I'd get it down on paper while it was still fresh in my mind. Of course, I'm talking about the Colorado River. In Spanish, Colorado (loosely translated) means the color red, so to many westerners it's the Red River. You know, the one that goes through the Grand Canyon in Arizona.

Anyway, it was one hell of an adventure and thrill ride just getting there. Baby and I left Berdoo early on Wednesday, April 23, eastbound on I-10. Our plan was to stair step through the desert and come in the back door via old Route 66 (that's to Palm Springs, Yucca, then to 29 Palms, Amboy, and finally Needles, Calif.), before pulling into Laughlin itself. Our first stop was Tom Roach's H-D shop in Palm Springs. After ordering some parts for a future project, I spoke with Tom to find out if he was gonna drag race that weekend. The drags were to take place on the Avi Hotel and Casino property again this year. Tom said he was taking two putts to drag and that he would see me at the Doobie Brothers concert Saturday night. Yeah buddy, we're gonna have fun now.

I gotta tell ya about Tom Roach. He's the dude I trade with. Why? Because he is a bike rider, and he gets involved with the sport of motorcycling—period. He sells Triumphs too and has a few Indian restos in the back of his store. He recently completed a 1,500-mile ride with Malcom Smith in Baja, California. He and a group of his friends are helping build an orphanage down that way. Last year he broke a leg playing around in the dirt. He is a good friend to have!

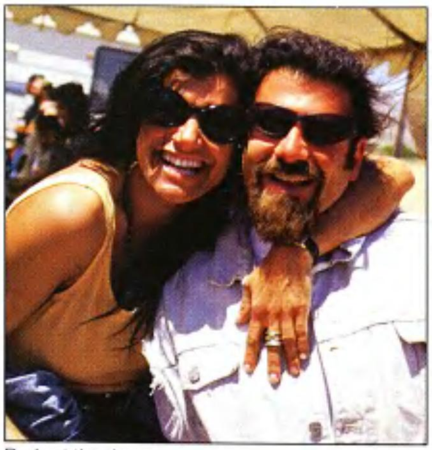
The next stop was up Highway 62 to Harriet Allen's Pioneer Town Saloon in Pioneer Town. We locals simply call it Pietown. It's a historical place in that many Westerns were made thereabouts, going back to the early days of black-and-white film. The Saloon serves decent Western fare, like steaks and stuff. I didn't eat there, though, the kitchen wasn't open till later in the day. Instead, I stopped in at Hutchin's Harley-Davidson Route 62 Diner. Hey, try saying that fast three times. Their card says that they are the first Harley diner west of the Rockies. Also, best food west of New York City, open Tuesday through Sunday. Pretty presumptuous don't ya think? Or is it an advertising trick to get your attention? I guess it caught my attention. Why else would I waste space writing about it? The menu is full of biker lingo. They even serve Easy Riders, eggs served with a USDA sirloin steak. It goes for $5.95. The knockwurst on a kaiser roll and kraut for $3.95 was what I tried. It wasn't half bad.

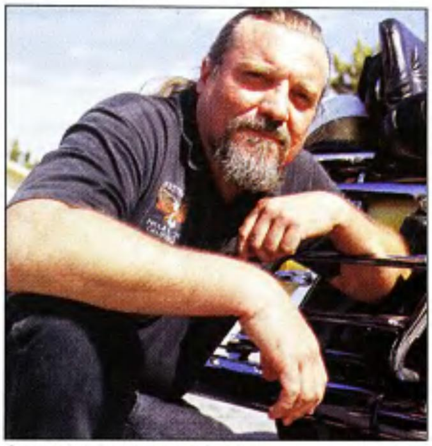
Sitting near the counter eating was Greg Tripp, the Harley shop salesperson. The food can't be all that bad if the help is eating it. He showed me his putt, which I dug. It was an '88 FLHS like Baby. It had nowhere near the mileage Baby had on her clock, but it did have some neat stuff, like dual plug heads, à la Dave Mackie, and a Crane ignition. Greg also relocated the battery under the seat, like the later model dressers. Then he cut down a .50 caliber ammo can to fit where the battery box used to be. The ammo can is now a toolbox holding beaucoup tools of the trade. Greg is also a wrench and a very creative, innovative person. He fabricated a custom exhaust system, a 2-into-1, sorta like Baby's and Sugar Pai's. The paint was done by Von Sol, aka Bob Solomon. Greg is gonna hide the gas tank filler neck under the digital speedo and has a few more ideas he's gonna spring on us.

Leaving Yucca, I noticed that the wind was picking up a bit ... yeah, quite a bit. Before leaving the house, the weather station had a high wind advisory out. It was blowing pretty good in Mojave, with gusts upwards of 80 mph. But that was Mojave, Calif., not the direction we were headed, so who cared? Wrong. From there on it was a true spine-chilling adventure. Why? First of all, because my goggles were hanging in my garage and not in one of Baby's huge Pac-Kit saddlebags. Go figure. As usual, we packed down to the max. Like a sail we had lots of area to catch the wind. Did it blow hard? It blew damn fucking hard. So fuckin' hard in some spots that the road was covered with shifting sands like the siroccos in the Sahara desert. Ya know, in a blowing sand storm ya gotta go fast enough not to get blown across the interstate into oncoming traffic, or the other way into a shoulderless sandpile. Hitting the sand or an automobile at 70 mph ain't the thing to do, but that goes without saying. It was fuckin' brutal; my 'roids had a death grip on the Corbin saddle, to say nothing of the knuckles on the handlebars.

The major story of the River Run this year for this kid was the desert devil winds. On old Route 66, heading toward Amboy, Calif., after leaving 29 Palms, you had to have your shit together and wrapped tight. Ya had to find a happy medium between going fast enough to make time, but not so fast that if you got in trouble ya didn't have a little safety margin. If you've been there you know what I'm talking about. Those folks riding in Wednesday on I-40 had, for the most part, a very strong tailwind. That's not to say that when they went into a curve they didn't have a handful of fun, being buffeted around before getting back on track. One lady at a rest area, after reaching I-40, said to me, "I don't know how you ride those things." I told her she could do it—all she had to do was sit on it. She smiled. Do you suppose she caught the double meaning?

Since we were packed down so much we were using more fuel than usual. Lots of times I had to shift down to fourth gear and power on just to grip the road with those fine Avons and hold Baby in our lane. Otherwise, I could feel us being moved around, very unnerving. From 29 Palms to Essex we used 3/4 of a tank. We tried to do at least 70 mph. Ya →


Buds at the drags.


Greg Tripp and his '88 FLHS.

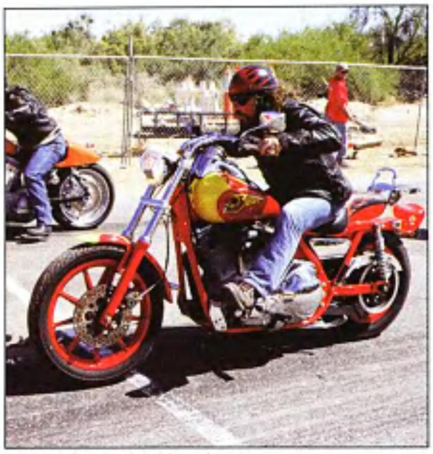
couldn't hardly go any faster because road conditions wouldn't allow it. It was doubly bad in some areas. The sandstorm was blowing so hard it blocked any view of the surrounding mountain. There was one hell of a haze on the horizon—ya had to do the trail by braille. It's a thrill a minute, but ya know what? When the going gets tough, the tough get going. Eighty-mph winds were just about right, just about the way Baby and I like it.

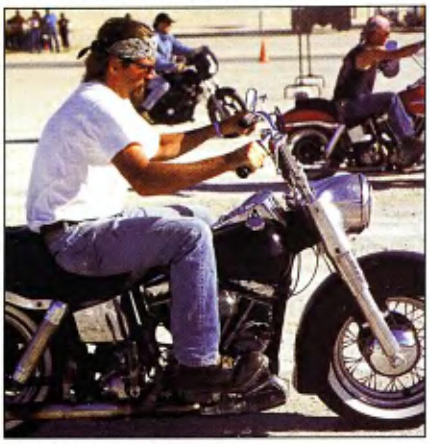
Ya know, I felt like I accomplished something by just being there, particularly in my delicate condition. Yeah, it was lots of fun. We bike riders laugh death in the face and putt on.

Thursday wasn't as bad. Besides, the winds had cleaned up the air, making for spectacular views. You could see perfectly for miles. It felt good to be alive and kickin'. Yesterday's ride was just a memory and something to talk about later, perhaps around a campfire with the brothers and sisters. The hairy ride was challenging, but fun. Baby and I had survived it, so we would continue onward.

In the parking lot of the Avi, I met my old pals Eric Burdon and Bobby Solomon. Bob had his ol' lady, Cathy, with him. They were riding a pair of sharp-looking Sportys that are for sale. Eric was riding a borrowed Road King. His Softail was back home in Palm

Catching the *ER* Rodeo action.


Waiting for the hanki to drop.


Slow racing at the Avi.

Mil Blair and his Texas Pan.

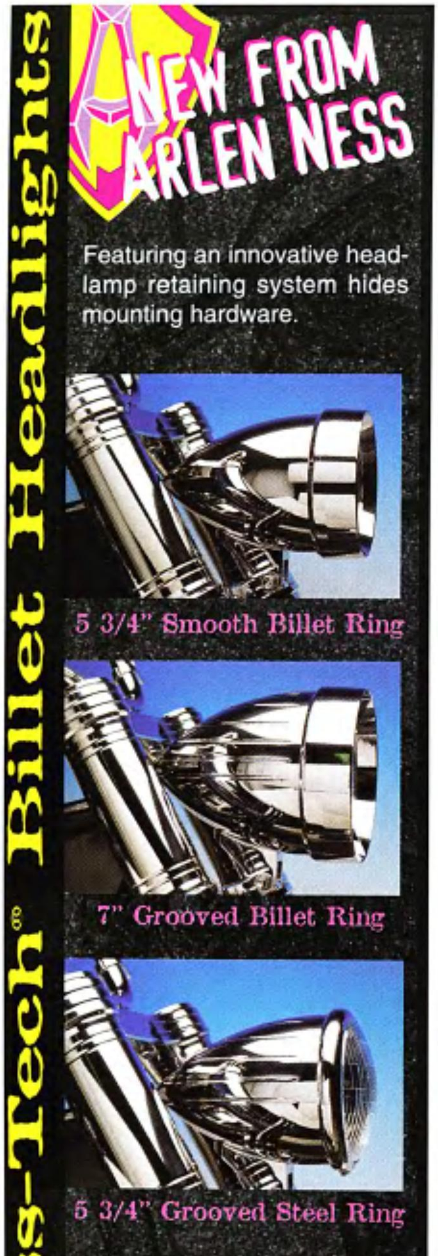
Springs because they wouldn't let him carry it on the plane. He'd flown in to Bullhead City to do a gig for the SoCal Dealers Association and the H.O.G. folks. He was flying back out after the show Saturday night. We all headed toward Oatman, Ariz., across the Red River. En route we stopped to take some pictures. At one stop we almost got stuck in the sand. I left my pack back at the Avi, but Baby is still heavy, being a dresser. Eric didn't seem to have much trouble managing out there. We rode into Oatman for lunch. The heat was present, but it didn't hassle anyone. They had what they call high visibility, if ya get my drift.

While eating lunch we heard the Double Shots band, a duet of string instruments and vocals. The pair work around those parts for nine or 10 months, making enough dinero to loaf the rest of the year. They sounded pretty good playing those old-time string instrumental tunes like *Dueling Banjos*. The song was made popular by the movie *Deliverance*, but that's not the name of the tune, as many people think.

Moving right along, Eric and the Flying Eye band played for us Friday evening at the Ramada Express. They had to abort a couple of times due to a faulty generator, but, finally, the show went on. They sounded damn good considering their lead guitarist, Larry, wasn't with them. He was undergoing cancer treatments. Do I know what that is all about. Stepping in for Larry was a young blond stud named Dean Rusturn. He had the tunes down cold. Anyway, when Eric went into *Spill The Wine* he had me laughing so hard tears fell out of my eyes. He and his band flew out the next morning to do a gig in Central Cal. I'm sorry to report that Larry didn't make it—rest in peace, bro.

Friday morning the Avi Hotel and Casino hosted the second annual Run What Ya Brung drag races. It was strictly for American-made V-twins and lots of fun for the participants and spectators. It only cost two bucks a pop to tear ass down the 8-mile drag strip. The proceeds went to the City of Needles Park and Recreation fund. Last year we bikers bought some playground equipment for the kids of Needles. A plaque is going into place at the park near the end of June stating that fact.

Once again Di Lucas, event coordinator for H & H Cycle Works in Needles, and a group of volunteers pulled it off. This time they had a full year to get ready. They did a great job. A big thanks goes out to all the vendors and volunteers—ya did good. The primary movers and shakers besides the Avi Hotel and Casino were Tim Dunkin, Tom Nelsen, and Dale Smith of H & H and Dwarf Car 19 of the Mojave Valley. They had lots →



Wascally Weasels at Bill Gurmaer's party.

Joe and Leslie Boniface in Essex, Calif.

of volunteers, and if I listed each and every one I wouldn't have room for anything else. Friday the winner in the stock division drags was M.P. Robinson with an 8.01 E.T. Kimio Haraga was second doing an 8.14 E.T. In the modified division Matt Spencer stopped the watches at a 7.27 E.T. He also came in second doing a 7.35 E.T. Way to go, Matt.

Saturday, my pal Tom Roach also did a double whammy, going a 7.08 E.T. and an 8.02 E.T. in the stock division. It cost him possibly a top end on his orange Sporty. It was smoking pretty bad before he turned it off and pushed it back behind the start line. As he went by me he said, "I may have overrevved it." Matt Spencer came back Saturday, but this time all he could capture was second place with a 7.05 E.T., a better time than the day before, but not quite enough to beat Chris Alstein's 6.93 E.T. Howard Hong won the burnout contest Friday, and Darren Mauldin won it Saturday with one helluva long patch. He stunk up the place bad.

We had lots of fun, and I'm looking forward to Run What Ya Brung numero three at the Avi Hotel and Casino. It's a beautiful place that's relatively new, the building that is. They are presently putting in another golf course for you duffers. The food is reasonable and good. What made it for me was the Baskin Robbins ice cream parlor and Subway sandwich shop on the first floor lobby near the check-in counter. OK, so maybe they're not the best things to eat but I'm trying to put on some weight so I don't look so fuckin' skinny. Yeah, I know, everywhere I go people say, "Here, I'll give you some of mine." I only wish it was that easy.

Friday and Saturday around 4 p.m., after the drags, *Easyriders* had a rodeo next to the Avi parking lot. It was open to anyone riding a Harley, a custom or hybrid. That's what I call the aftermarket putts, of which there are many. It seems that every day one is springing up somewhere in our country. Some good, some not so good. *Easyriders* has evaluated them in recent issues. Check 'em all out in the guide this issue. Anywho, like I said, the rodeo was open to just about anyone. There was a $5 entry fee for participants. Spectators got to see the rodeo for free. Gary Freel showed up with his equipment to more or less show off his talent. Gary has some primo equipment and, best of all, knows how to use it. He was our national champ three times running. The *Easyriders* Rodeos are a kick in the ass. Catch one somewhere, if you've never seen one. Friday Chuck "Puk" Biddles took first in the Barrel Race and third in the Slow Race. He and his ol' lady, Jodie, also won the Wienie Bite. Saturday, Puk won the Keg Derby and Barrel Race. He came in second in the slow race. Jodie and Puk also came in first in the Potato Haystack. They are from Bakersfield, Calif., and ride a 1989 883 XLH Sportster.

Saturday morning I fell outta bed early and rode to Needles before going back to Amboy. At the Travelers Motel, where some friends of mine were staying, I met Marshall King and Susan, who'd ridden in from Las Crusces, New Mexico, on their '92 Heritage. Marshall, who'd lost his left foot, told me that after reading an article about Dave Barr in *Easyriders* he figured that even though he'd lost his foot he didn't really have a problem. That's the spirit and attitude that make us what we are—ride on bro.

When I rode by Amboy on Wednesday not much was going on, but Saturday they had live rockin', sockin' music. I

Avi drag racing spectators.

caught the band Brutal DLX. They play a later sound than I'm used to listening to and have a heavy, fast beat. I won't go as far as calling them head bangers; it's all rock 'n' roll, ain't it? One of the band members gave me some copies of their CD, *Burning Man*. The tunes I like best are *I Suppose* and *Conclusion*.

Joe Boniface, who used to pull wrenches for Palm Palm Springs H-D, was there servicing scoots. Joe's working out of Cathedral City otherwise. His new shop is open Tuesday through Sunday. Check him out; he likes working on Shovels. Also while in Amboy, I had the opportunity to meet the Bayonet Brothers: Indian Larry, English Don, and Tim White from New York City. They bought into Amboy along with the owner of Roy's Place, Walt. They are sponsoring what is known as the Hell Ride. It's a party out behind Roy's Cafe 24 hours a day, while the Laughlin River Run is going on. It's a kinda neat concept; it's way the hell away from the main action at Laughlin. If you ride a Sportster it's the place to ride to, to get that last tank of gas before heading into Needles or Laughlin. You can drink a brew and chill out for a spell if need be. They also had a two-story motel and vendors selling biker geegaws as well as Hell Run T's. The Bayonet Brothers gave me a couple. Check them out further in *In The Wind* #83. They wrote a Travelin' Trails article about Amboy and Roy's Place—it's funny and well-written.

Sunday, Baby and I rode over on the Arizona side of the river. We once again rode through Oatman where now, instead of hundreds of bikes, were lots of old hot rods and classic American autos clustered among the burros. Leaving Oatman, the road was treacherous. The Arizona DOT, in its infinite wisdom to save a few bucks, filled the cracks on the highway with strips of tar. Those strips were lethal to bike riders. While running over them on a bike you could feel the rear tire move around, no matter how slow ya went—very unnerving, to say the least. In a car it probably didn't make much difference, but on a putt it was a different story. I →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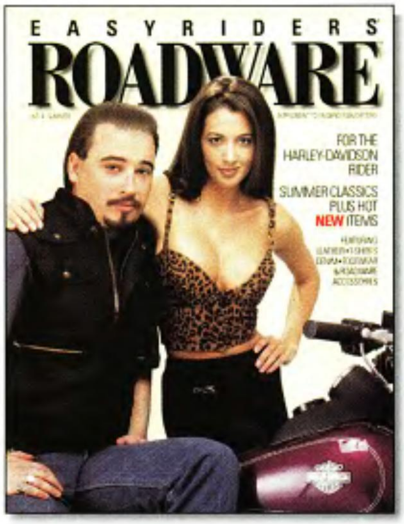


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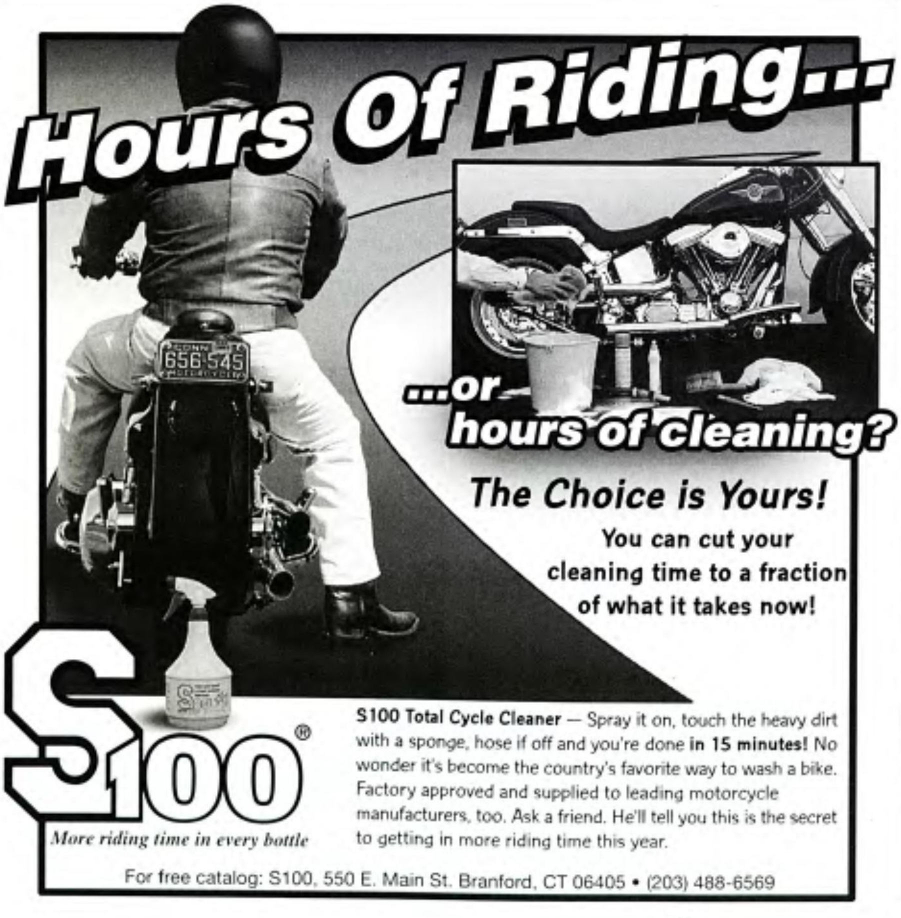
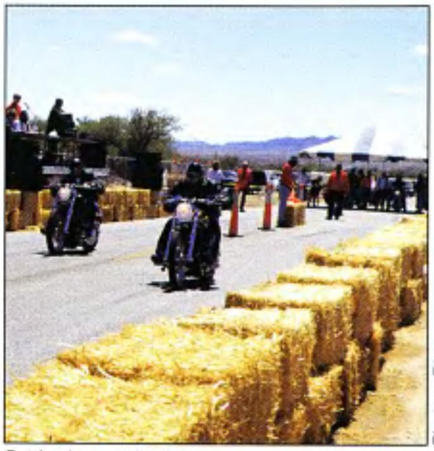
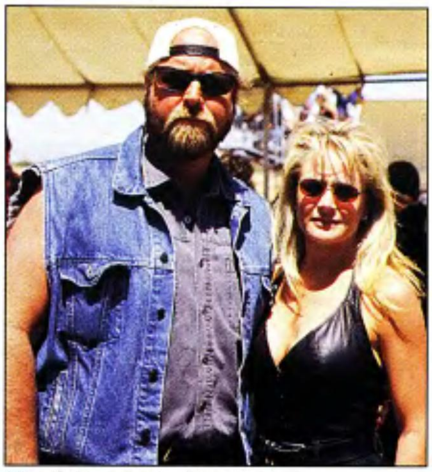




Getting it on at the Avi.

Photos: Rip


Nice-looking couple at the drags.

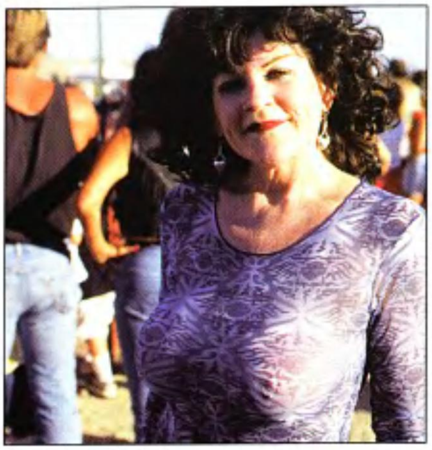
was sooooo glad to get Baby and me off that mountain and on solid ground.

We rode to Bill Gumaer's home in Kingman, Ariz., for a party. He was brought into the Weasel organization. The Weasels aren't a motorcycle club, per se, because they don't say so on those bright orange T's they wear. It's more or less a group of fuck-ups who like to party. Read the June issue (#288) for a copy of their rules and bylaws, written by Red Baron, one of the founding principals of the Weasels. It was a fun party called the first annual Gumaer Chili Gas Off. I enjoyed these folks. I've seen many of them throughout the years at many bike functions. I met Bill in Phoenix earlier this year during the inaugural Arizona Bike Week, which I wrote about in the June issue. Incidentally, Bill used to be a judge, now he's a bail bondsman. That's covering the whole spectrum, wouldn't ya say?

Speaking of which, now that the weather is favorable most places around the country, things bikerwise are gonna be happening. I'd like to be kept abreast of what's coming down in your neck of the woods. So how about a card, letter, fax, or flyer letting me know the haps. Don't forget to include your address and a good phone number. Till then, see ya.

—*Rip*

Write: Rips Run, P.O. Box 3000, Agoura Hills, CA 91376-3000



Nice top, at the drags.

Double Shots duo.

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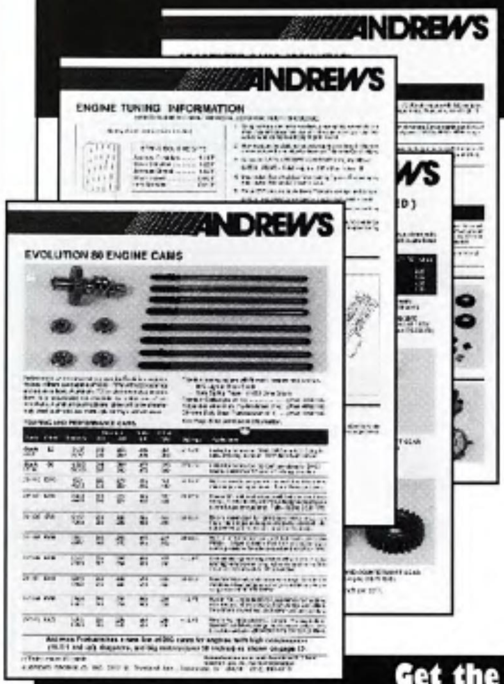


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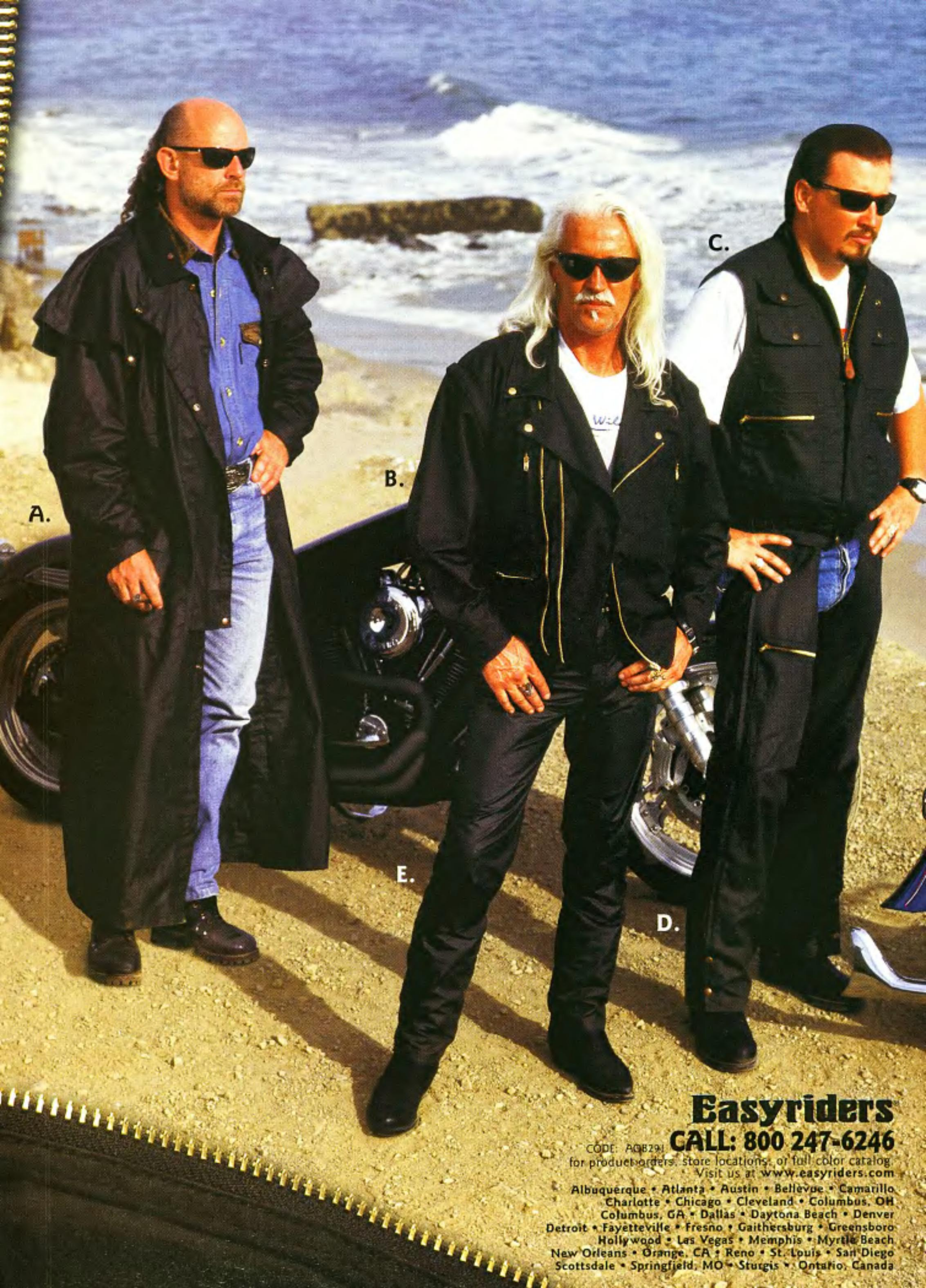

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# MARRIAGE WAR AGAINST MEN

NONFICTION BY J.J. SOLARI

## HUMAN SACRIFICE IS NOTHING NEW

Marriage is a solemn ceremony in which a woman and the state are joined together in holy wedlock against a common enemy: the groom.

It should be noted, however, that by the time the groom staggers drunk down the aisle, the state has long since softened him up for destruction so that when he stands before the altar of matrimony he has no idea that he is the one about to be sacrificed on it.

Human sacrifice is nothing new in human society. Thousands of years ago when society was run by queers, virgin women were killed.

Since 1100 A.D., as lesbians began to gain control of the ruling queers, the body count of human men has risen impressively. But then, lesbians have always prided themselves on doing things better.

For a thousand years, Western Civilization has had one specific purpose: the elimination of the renegade male.

Women wed a strong partner when they unite with the state in holy matrimony. The state's fist, as it slams into the groom's face, sports six clenched and mighty fingers of persuasion: compulsory education, military service, taxation, the law, marriage, and jail. The first five are presented as honorable under the banner of "Freedom." The sixth, jail, is the final holding tank for those who have trouble with the other five.

This, basically, is your society. This, basically, is what you have been born into. Welcome.

The sole threat and enemy to this society is the renegade male.

The renegade, if he survives, threatens, by example, to cause others in the society to become renegades and leave society, causing society to wither and the men and women controlling it to die. Therefore, the renegade is the prime target for quick destruction in society.

The renegade is targeted early by the leaders of the group even before he had been identified as a renegade.

He is dealt with by something called the rite of passage.

A rite of passage is some task, so terrifying and pointless, that no one in his right mind would ever do it on his own unless pressured into it. A rite of passage is peculiar in that even a person's loved ones, the people he trusts most, are included in the pressuring. So he becomes convinced that the dopey deed he is about to perform is essential for the welfare of the group. A rite of passage usually occurs early in life so that one's trust of others takes precedence over one's own judgment. If you survive the rite of passage you are automatically less of a renegade because you have agreed to do something completely idiotic and perhaps suicidal. Thus, a big chunk in the foundation of one's personal integrity has been cunningly detonated and demolished by the group. Shame and self-betrayal cripple the renegade with guilt, igniting a dark, hidden, simmering rage that eventually feeds to the prowling lion of the group—a pretty good excuse to later jail him.

Should the renegade actually die from the rite of passage, the problem of his existence is solved immediately. His body is occasionally bestowed a medal and his parents are proud of him.

The goal of society is to keep the males in stupefied subjugation and to eliminate the renegade early, regarded as a freak.

The renegade is by nature at odds with the group. An ever-recurring mutant, his aim is to sever ties with the group and be his own sovereign with his own laws.

The controllers of the group cannot tolerate the renegade because if the other members of the group see that the renegade is not only surviving, even though he is not part of the group, but is maybe even prospering and rejoicing in his independence and affluence, then other members of the group are going to rebel against the group's smothering restrictions and become renegades themselves, thus leaving the leaders of the group without a group. Since the leaders of the group are basically parasites and magicians, feeding off of deceiving the group, they, themselves, cannot survive as renegades, since renegades are by nature virtuous and controllers of groups are evil.

Since most of the members of the group, unlike the renegade, are weak and listless losers, believing that the magic and cunning of the leaders will spare them effort and responsibility, they, while not in a hate-filled rage against the renegade like the leaders are, are suspicious of him. So they support the doctrine of the rite of passage.

In nature, passage into manhood occurs without anyone's help. But for us, the leaders and group declare society to be the true god of humanity, providing a performance ritual to the candidate for manhood, designed specifically to emasculate him, or to put it another way, cut his balls off, one way or another: physically, should he die, and emotionally should he live. Society, or the tribe, makes the rite of passage into a scam, a plot to eradicate or at least condition the potential renegade through the performance of a foolhardy and terrifying stunt that he cannot refuse to do, such as, say, clubbing a mastodon to death single-handedly.

Adding to his already young confusion is the insistence by his parents that he perform the task. The loyalty of the parents to the tribe far surpasses any loyalty to their own offspring. Why? Because parents are douche bag power-hungry losers who, having become slaves to the group, need to

have a group of their own to lord over. So they give birth to their own pile of trusting humans to deceive and dominate. Therefore, the renegade is forced to perform the rite of passage. He is told it will make him worthy. Naturally, he is lied to; it is designed to make him obedient. Even if he survives, he is not the same. He is weakened since he performed it against his own better judgment, creating guilt, the nuclear arsenal of the group and its leaders.

A true renegade would not have attempted to club the mastodon to death. Instead, he would have clubbed the leader to death and then his parents for being accessories with the chief in an attempted murder plot. However, no youngster is this far-sighted, and they tend to trust their elders because they need their elders to teach them survival methods. In animals, this is wise—the mother lion actually does teach the cubs how to survive. In humans, this is suicide. The human leader does not want anyone capable of doing anything. And the parents, allied with the chief in a mistaken notion of their own survival, agree with the chief over the well-being of their own offspring.

In primitive societies, the rite of passage occurred at around age 12.

These days, the rite of passage is drawn out over a whole lifetime and occurs in stages, the first falling upon 6-year-olds. It's called the first grade.

Modern societies have refined the rite of passage from out-and-out murder into child molestation called compulsory education. If you do not go to first grade, your parents are threatened by people you and your parents have never met or ever had anything to do with. This is a pretty ferocious burden to put on the shoulders of a 6-year-old, being responsible for his parents' suffering, so he goes to the first grade and begins his "schooling." In school, he learns that society is more important than he is. He must attend this schooling for 10 years or his parents will be jailed.

As mentioned before, there are six modern rites of passage and they are applied over the whole lifetime, not just once at age 12. Let's pull one out of the hat and discuss it.

Ah, marriage.

Marriage is slightly different from the other five conditioning processes against the renegade, in that it is the only one that is "valid" when "voluntary," whereas the other five are valid only when forced, since no one would ever do them voluntarily. If you are mistakenly thinking that military service is voluntary, just try and quit before getting on the boat to Somalia. Unlike the other five, however, marriage does offer an actual "payoff": five minutes of cheap thrills for the man when he gets to actually see his bride's tits, and endless cheap thrills for the woman thereafter in her humiliation and subjugation of her husband. Renegade-removal is thus complete. School, the military, taxes, the law, jail, and, finally, marriage leave the renegade male in a condition the leaders require: full obedience and duty. Therefore, no renegades. All is well.

Marriage is usually the last rite of passage and comes at a time when the man is so weakened by the other rites of passage imposed upon him by the group that even though he steps into marriage voluntarily, it is a very weak form of volunteerism and he is traditionally shell-shocked during the ceremony.

There is a famous "study" women love to quote reporting that married men live longer than single men.

Well, they should—they never go anywhere, they never do anything. They are adventure-free, totally domesticated house dogs whose children eventually keep them on sedatives once they hit 65, feed them oatmeal intravenously when they hit 70, and drain their turds out a tube up their ass when they're 80; after which they die, have their insides hollowed-out and flushed down the toilet, the bony remainder removed of its gold teeth and then allegedly buried, even though no one actually sees it happen.

But I wouldn't call any of this "living longer." I'd call it dying early unofficially.

In marriage, the renegade male—what is left of him—has more people fighting for his worst interests than ever, including, now *two* sets of parents, and all of his male friends. The married ones lie and tell him that all will be well, since the married men now hate the renegades as much as the chief does. If he does not marry he will be branded "queer." Plain and simple. If you don't get married, you're queer.

What marriage is:

1. A way for a couple to "legitimize" their offspring so they can legally hold tyrannical sway over other smaller and weaker individuals.

2. A way for two losers to create their own insurance policy for their own wasted lives by deceiving their children into providing for them later if their trust in the government fails to pay off.

3. The only time in her whole life a marginally attractive woman will be the sole center of attention for 24 hours.

4. A costume party with teeth in it. Most women like costume parties. But all women love the one costume party where they are the only one in costume: a wedding. It is a very regal costume, and because they are in it, all attention is seemingly on them, whereas it is really on the costume, since it usually is an eye-opener. →

The power of the wedding gown on the female consciousness is completely unrecognized by men. It is like a Weatherby hunting rifle magazine—1,000 pages long every month, each page filled with a full-color photo of a different rifle. For women there are four such publications, called bridal magazines, and at the end of every month there are never any left.

Someone is putting a lot of attention on wedding dresses, and it's not you. Because it is not you, you think it is not going on.

Good. Keep thinking that way. It's the reason you're married.

For most women, appearing in a wedding dress for six hours in front of a captive audience is the only thing in life they're ever going to accomplish, so they put a lot of attention on it. It takes over their whole lives to the extent that if they don't get married, they have failed. Women are failures if they don't marry, and men are queer.

Marriages occur because they are considered less ruinous socially than not being married. Thus, marriage is governed by the state so that once marriage occurs, it cannot be easily dissolved without state-provided catastrophic consequences for everyone. So, the state actually encourages marriage and makes it easy, so that once the deception is realized by whatever renegade qualities suddenly and furiously resurrect in the renegade male once he realizes his whole personal future is now ruined, his first weak swing of outrage will be abruptly and quickly beaten back by the state, which now effectively owns his body and soul.

**A MAN HAS NOTHING TO GAIN FROM MARRIAGE AND HE WILL EVENTUALLY LOSE EVERYTHING**

Marriage is not forced by law for another reason: It is the only rite of passage in which an entire supernatural being is called in to pull the strings. It is the sole rite of passage where supernatural powers are brought in to bear on the renegade heart, in which he swears an oath before an unspecified deity that he will agree to live up to a contract so ridiculously hard, Hercules would have both his balls explode trying to abide by it. Even the state, in all its power and subtlety, even parents, in all their calculating ruthlessness, even one's friends in all their weak sucker-punching cowardice, could not manage to get an agreement from the groom to the conditions laid out in the marriage contract. Only God Almighty has this kind of clout. Therefore, society has made marriage a "holy" ritual that a man woozily agrees to and then stands in obvious stupefaction in front of God and a homosexual minister and repeats, like a zombie, things someone tells him.

Marriage is a torture garden for men in which the lowest member of society, a tax-supported incapable loser called a "public servant," writes laws which dictate the final distribution of a man's life, property, and children if, after the wedding, he squirts his semen somewhere his wife doesn't want him to, including at a photograph!

A man has nothing to gain from

marriage and he will eventually lose everything.

And yet men do it. They are so unrenegaded by this time they will do anything. There is so little left of the renegade man by this time, that he stands at the altar and repeats what he is told to, even though in that moment of his life, even though in the midst of a church filled with alleged friends and well-wishers, he is actually on the loneliest precipice of his life surrounded by enemies: the state, his parents, his friends, and the entire cosmos-hurling supernatural fucking being, and last, but not least, his deadliest enemy in the room—the bride. During the length of the courtship the bride had gotten the man to the altar in the first place by expertly playing the fish of his cock like a champion angler. She then keeps him as a husband by threatening to bring down upon his head an entire government if he falls victim when these lures are employed by someone other than herself.

Added to this, is the ugly fact that she herself is going to stop paying attention to his cock altogether. That is his reward for being so weak as to have married her in the first place.

The unfortunate truth is that women don't really like men to begin with and dislike their smelly peckers and stinky balls in particular. In an alliance with the state as evil as Judas' alliance with the Sanhedrin, the bride stands next to her groom, the next victor in the ongoing war against the renegade heart.

The groom, on the other hand, is usually standing there as the result of a threat: a threat of punishment if the bride happens to be pregnant, or a threat of the bridal suicide if she is not pregnant. Women delight in men's suffering. In men, this is called deranged psychopathic brutality. This attitude in women is called love.

This Treblinka called marriage into which a man is propelled by coercion and manipulation and into which the woman is propelled by vanity and a delusion of leisure and safety results in both parties trying to destroy each other—the man using his fists and the woman using the law. The bride and her real partner, the state, begin a flow of negativity so whopping into the man that he's like a proton in a roaring, whirling, negatively charged superturbine. You don't stay positive for long in that environment. Eventually, the man hits the woman and moves directly to the jail for his renegade reaction, what little there is left of it. When the extent →

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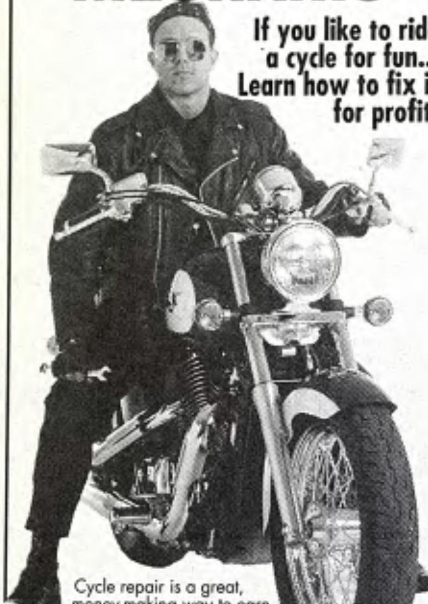

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of your renegade independence is to hit a woman rather than conquer the world, it's a pretty good bet you're a broken man. You're already in jail, the state just makes it official.

Every once in a while a man will actually come up with a marriage proposal on his own. Usually to someone:

1. Who is wealthy.

2. Who won't let him see her nipples. There are men, and lots of them, who will actually throw their lives away just to see a pair of nipples long denied. But these men are not men to begin with, as they soon find out, but just the hollow remains of men. They are pathetic losers, helpless sobbing douche bags who eventually go queer as a public representative or a school teacher.

Even under the best of circumstances, men enter marriage filled with titanic delusions, and one in particular: They think their wife is going to enjoy seeing and playing with their cock and balls as much as they do. This is very delusional and bonehead fucking wrong. Women are not only not anxious to handle our dicks and balls, they actually think they are gross, smelly, and weird-looking. Not only aren't they thrilled with men: men don't chat, men don't shop, men don't clean, men don't go apeshit over new curtains; not only that, men are ill-groomed, men are proud of disgusting bodily eruptions, men are loud, men take pride in what women regard as childish, and men kill things eagerly. However, men are stronger than women; all these foul qualities are in mighty-muscled big bodies, while women, refined and civilized, charming and sympathetic, cannot, by themselves, move any of the objects in the physical universe.

Women do not care for this arrangement at all and resent men for it. So Mr. Wonderful, while you're imagining that women want their hands on your balls as much as you want your own hands there, all they really want is the couch moved.

Because women don't really like you, and because all judges are "chiefs of society," when you decide that you need to be unmarried again to save what is left of your sanity, the judge is going to fuck you harder and more often than your wife ever did, and use your own children as weapons and instruments of torture against you. You will find out the hard way that your wife doesn't love you, never even really especially liked you, and probably secretly detested you and she will with *joy* and *enthusiasm* give vent to all this at divorce time.

No normal man can live within the hellish confines of marriage without eventually going berserk. You'll notice the term you hear is "wife beating," rarely "girlfriend beating." That's because girlfriends hold no power of law over men. Women pay a price for luring men into a situation where they are forced to become monogamous. They get beat up. People always ask, "Why does she stay?" Because deep down the wife really knows why she is being beaten; because deep down he knows that she detests him, detests his muscles, detests his strength,

## ALL MEN WANT OUT OF LIFE IS PUSSY AND A NEW HAND DOWN THEIR PANTS

detests his dreams, detests his interests, detests everything about him, especially his cock and balls. Not only that, she knew she detested him long before she nagged him into matrimony—a state from which he could gain nothing, lose everything, and suffer miserably just so she could have someone at-hand to move the couch. And everyone knows all this prior to the marriage but no one talks about it because "God likes marriage." And as a result, the home becomes one big cauldron of simmering nitroglycerine, a substance which does not have a good reputation for stability.

We have "marriage" to thank for all this: a contractual agreement between two people that no one ever signs involving terms agreed upon by camel-fucking Assyrians 7,000 years ago and which are impossible to live up to:

1. Marriage involves "vows"—voodoo mumbo jumbo that drags an unidentified deity into the mix who will curse forever on Earth and into eternity with infinite power and horror anyone who deviates from or violates even one of the impossibly difficult vows.

2. Marriage involves the state, an earthly deity who will dole out punishments even more ruinous than the ones the supernatural deity doesn't think of, and with a lot more certainty and delight.

And yet women like marriage. That is because marriage involves a *really neat dress*!

A wedding is a ceremony in which, for the span of a few hours, even the ugliest fleabit bucktoothed horsefaced

pig becomes "the lovely bride" and the center of attention in a church full of people. And since God lives in church, even He is looking at her admiringly because she is in such a great dress.

All those bridal magazines that sell out every month are not full of pictures of cocks and balls, or nipples and cunt hairs. They're full of pictures of beautiful, white, queenlike dresses. These dresses, to women, are like naked strippers to us.

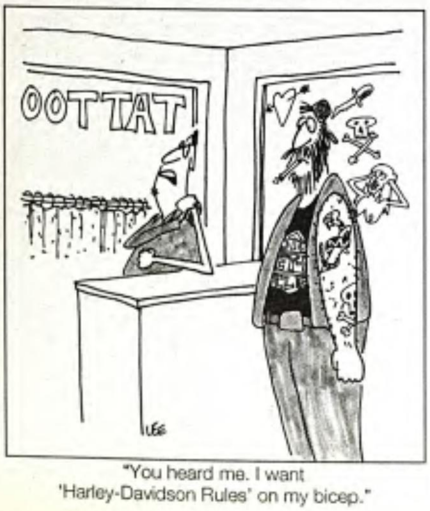
How much trouble would you go through, how much dreaming and preparation would you go through, how many pictures of likely prospects would you go through if the high point of your life was to have a naked stripper cling to your body for 12 hours for all the world to see?

That's what wedding dresses are to women.

That's why honeymoons are so memorable. The bride is so turned on by nightfall from having 12 hours in a wedding dress of her own, the center of attention in a church with even God Almighty stopping what He was doing to drop by and watch the proceedings, that come sundown, she actually wants to fuck. For a couple of days they actually like your cock, they're so delirious. If husbands could put their wives through a marriage ceremony every three hours they'd actually get all the blow jobs they'd been expecting instead of one a year.

All men want out of life is pussy and an eager new hand down their pants. However, a woman's hand is eager to go down a man's pants only when she thinks that hand is going to get filled with something more than sticky jizz. A woman's hand wants cars, cash, jewels, houses, kitchens, food, trips, clothes, furs, and, of course, children to torture, then browbeat into becoming the husbands and wives of the future.

A year after the ceremony men start to ask themselves, "Why is it that I'm →

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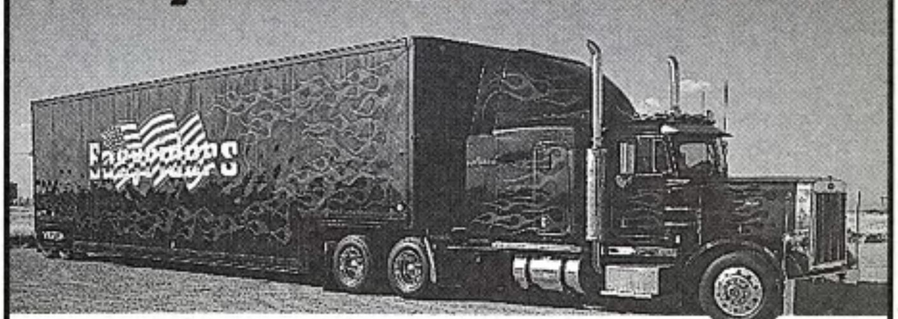

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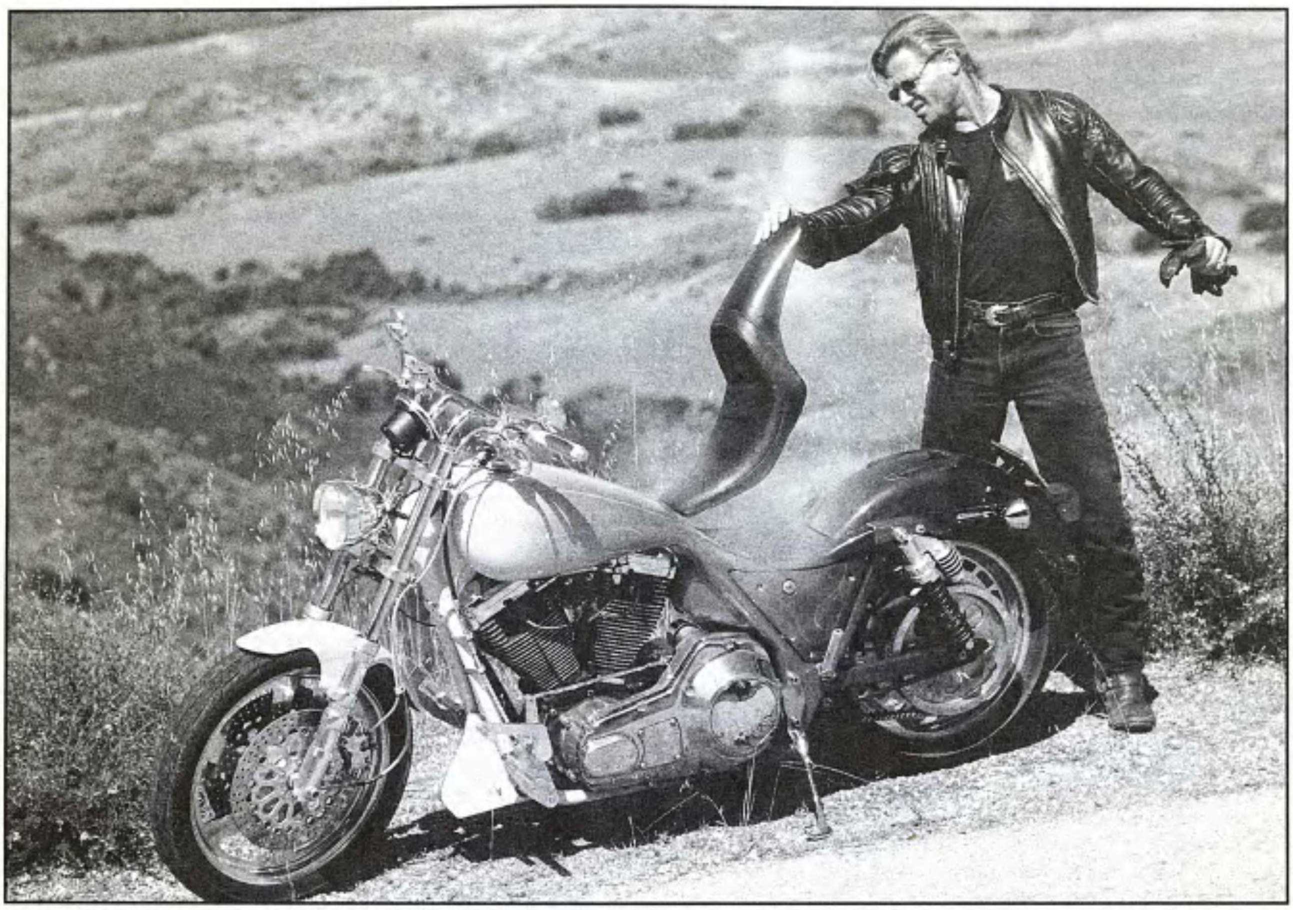

Your bike's gassed and oiled up, with everything you need to roam long and free over the America you call home. Weeks of wind in your hair await you. But thirty miles outside Rotgut, Arkansas, the smell of burnt wiring and a small cloud of smoke leave you by the side of the road. It's so hot, the vultures circling overhead are wearing shades. Good luck, a guy with a cellular phone stops to help. You call the nearest service station. They say, "A FXLR…where they build that kinda car?" This story would be fiction if you were a Bros Club member, and you'd be sipping Sasparilla while watching your bike tended to by the right people.

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expected to spend every solitary second away from work with this woman?"

Because this she-devil woman says so—that's why.

Meanwhile, two seconds after he says, "I do," the bride is saying to herself, "What a fucking jerk. He just agreed to give up his entire life and future just to see my pussy. He's just given up so many of his freedoms Attila the Hun must be drinking a toast to me in hell."

The husband's ultmate torture is the mystery of why women insist they say "I love you" to them every once in a while. The reason is, an occasional "I love you" refuels her energy to make your life torture because you have, in effect, thanked her for handcuffing you when you say those three little words. That's why they are so powerful. Not because they express love. Because they give the go-ahead for another round of torture. That's why men have so much trouble saying it, even though it hasn't really registered on a conscious level. But somewhere deep down in their broken souls they know it's an invitation to further suffering. The woman thinks, "Well, he just said he loves me after I cried for an hour insisting that he tell me he loves me. So, since he loves me, as he just told me, I guess the fact that I'm keeping him a physical and emotional prisoner in his own house isn't bothering him, since that's what he wants."

Good job, dude. You just told the jailer you love her. You must be nuts.

Next time she insists you tell her you love her, tell her instead, "Fact is, I don't love you."

Man, you'll see a fuckin' about-face performed better than a Marine. Starting with one damn good blow job, once she quits cryin'.

But, hey, I'm not here to rehabilitate marriages. I'm here to prevent them.

Unfortunately, unless you dropped out of school after the first day of first grade, you're probably beyond help. This article ought to be the worthlessness of school. Oh, well.

So, hey, engaged dude, good work. You're in for about 50-or-so real swell years with the permanent selection you're gushin' over. You might as well cut your dick off now 'cause after the first kid all the rest of them are gonna look like the mailman, unless you're good at beggin' and she actually lets you fuck her twice.

What would marriage be like in a world of renegade males in true-to-nature societies? Well, you wouldn't believe it, and this magazine couldn't print it. But what the fuck, if you like the present marital arrangement as invented by Oobaalagga Baadumbo, one million years ago in the swamp, good for you; you're a real alert go-along kind of guy. Write a letter to your congressman thanking him for your education. Hey, it worked for you, you cult zombie, robot numbnuts, too goofy kind of guy. You product. You printed circuit. Go do the dishes you helped her select.

## THE HUSBAND'S ULTIMATE TORTURE IS THE MYSTERY OF WHY WOMEN INSIST THEY SAY "I LOVE YOU" TO THEM

Or, just for the hell of it, why don't you climb up on the sink there, hang your ass over the dishrack, and take a fuckin' dump on the goddamn dishes. Maybe we won't need to rescue a whole generation if you ain't quite dead yet. Why don't you find out. You don't need to go to a seminar, or send for tapes, or sign a $10 billion a year contract with some geek at the airport. Just take a dump on the damned dishes. Call it shock therapy. 'Cause if you take a dump on the dishes, the rest should be easy. And every bit as much fun.

Good luck. The world needs you back the way you were supposed to be. ⊙

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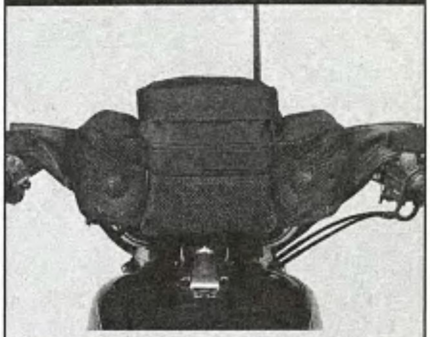

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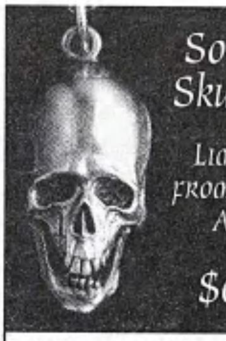

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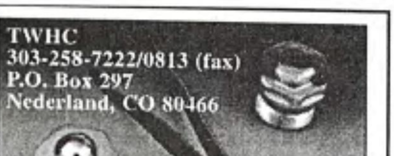

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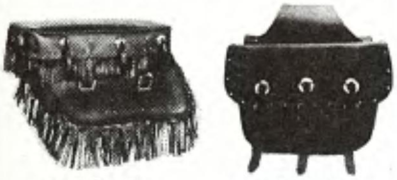

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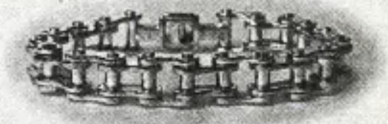

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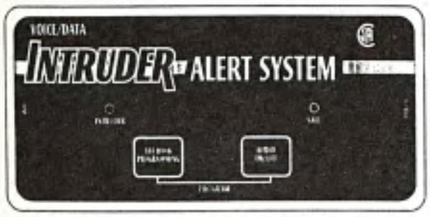


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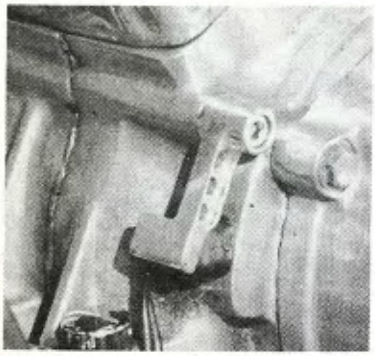

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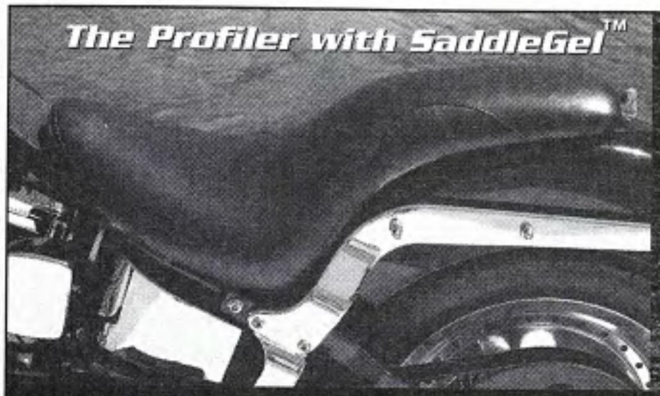

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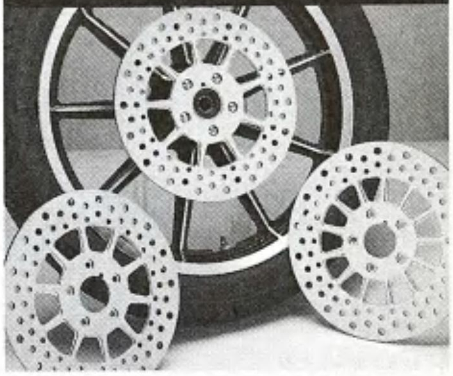

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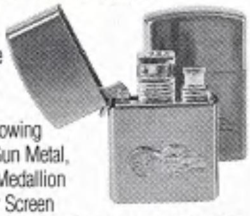

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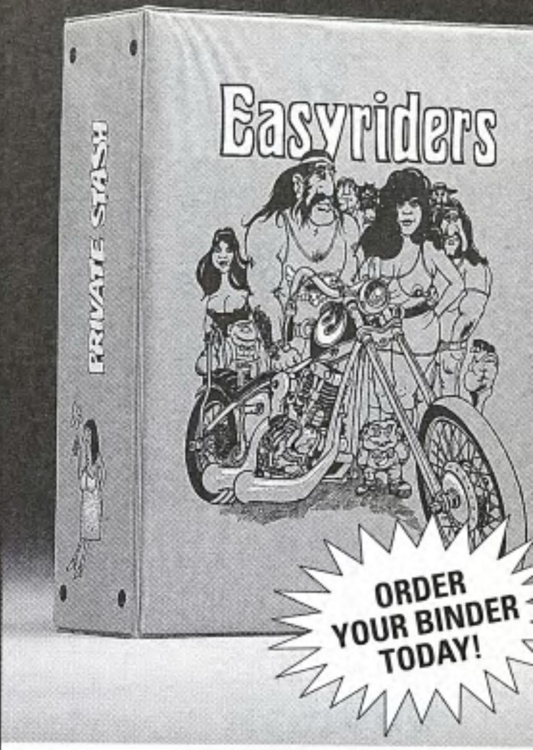


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## AVON TIRES FOR CUSTOMS & CLASSICS

### Handmade Since The Turn Of The Century

Avon Tire has been manufacturing motorcycle tires since the beginning of this century. Recognized as a technological leader, Avon developed the first motorcycle racing slick in 1950, and in 1961 produced the first radial motorcycle tire for general use.

Introduced in the USA shortly after World War II, Avons ruled the racing scene on Harleys, Indians, and other bikes competing on the old sand tracks of Daytona Beach, Florida, and throughout the rest of the country. Today, Avon's long-standing →

> Avon's product range ensures that riders will find a tire to suit their needs

Photos: Markus Cuff

Hot mixed rubber of correct tire tread compound is extruded, cooled, and cut to length, ready for building. At the same time, calendered tire cord for the casing plies is either cut diagonally (for cross-ply tire) or at a 90-degree angle for a radial. Here the individual ply is being applied by the operator to a collapsible steel drum.

tradition continues as a leading supplier for American standard cruisers, customs, classics, and tourers. Avon's product range ensures that riders will find a tire to suit their needs.

## ELAN II

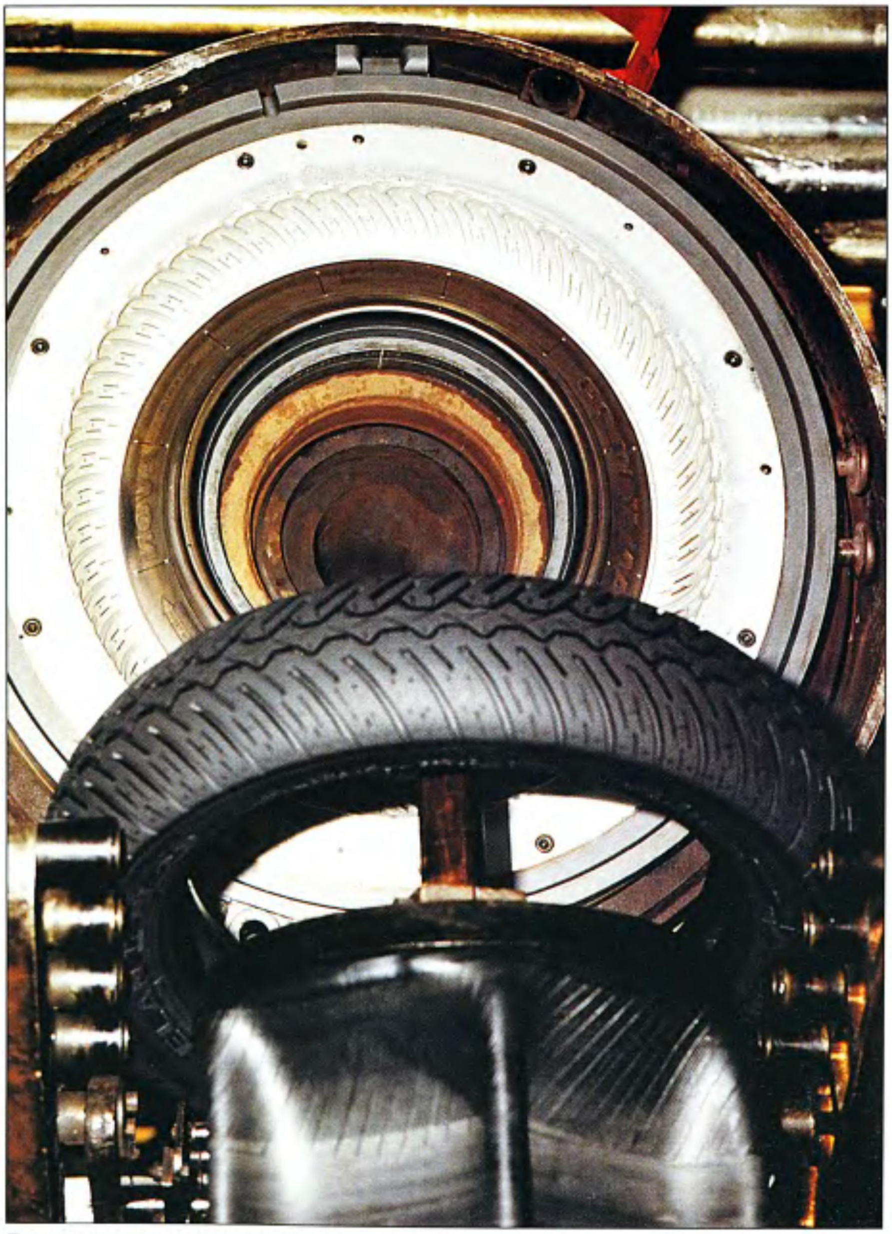
The Elan is a high-mileage touring tire, designed specifically for high-load dressers and FLH models. It is an all-weather tire that can be mounted on all Harley-Davidson models using 16-inch front/rear tires where high load and stabilized tread is desired. The Elan II tires feature twin Kevlar belt construction to reduce punctures and handle the loads of touring classics. The tire is H-rated and carries the industry's highest load rating—load range C. The tire is designed to give a stable steering response and tracking.

## ROADRUNNER

The Roadrunner is an all-weather cruising and high-mileage touring tire that has long been a favorite among Harley riders who don't require the high-load capacity of dressers. The aggressive tread style is popular with custom builders and designers. The bias 4-ply nylon construction delivers outstanding mileage, great all-round handling in all weather conditions, and authentic styling. The Roadrunner is H-rated for speeds of up to 130 mph.

> The Roadrunner's aggressive tread style is popular with custom builders and designers

The AM22 front and AM23 rear tires are often the choice of the top designers who create the radical custom Harleys of the '90s. This tire will give a low profile appearance and deliver unparalleled performance. However, Avon cannot recommend this tire because it does not fit on a standard motorcycle without modification. If the tire is used, extensive testing for handling and tire clearance should be conducted by a qualified service technician on the modified or customized motorcycle before it is ridden on the road.



The drum has been collapsed to release the "green tire," which is then cured in a two-piece mold at controlled temperature and pressure for an exact length of time, typically between 17 and 25 minutes.

Avon's new Azaro, a completely new concept in radial be struction, offers superior straight line and cornering stabilit

Avon has a long-term commitment to riders of American classics. From restoration projects to vintage KRs and 45s, Avon provides a selection of tires with the performance and quality required by owners of such machines. The Gangster whitewall is a modern, H-rated cross-ply tire featuring a more traditional tread design for a truly classic look. The whitewall on the Gangster is nearly 3 inches wide, approximately 40 percent wider than any other premium whitewall tire. The whitewall starts at the rim and wraps all the way around to the tread. It is made from a special nonstaining, easy-to-clean white rubber. The tread compound is made from a special high-grip "cling" rubber, providing great adhesion in all conditions. The Roadrunner Universal is a blackwall version of the Gangster.

Avon recommends that radials never be fitted to Harley-Davidson motorcycles under any circumstances. These are generally for sport/touring bikes specifically designed for radial tires. There are no front radial sizes available for Harleys, and radials must be fitted in pairs.

Buell motorcycles are designed for radial tires, and Avon can offer Buell owners two different ranges of radials from which to choose, depending on their riding styles. Their RZ tires offer cutting-edge performance when mounted on a Buell. For tires offering additional tread depth and mileage, the ST23 and AV27 are designed for the sport-touring rider who rides twice the distance of sport-only riders.

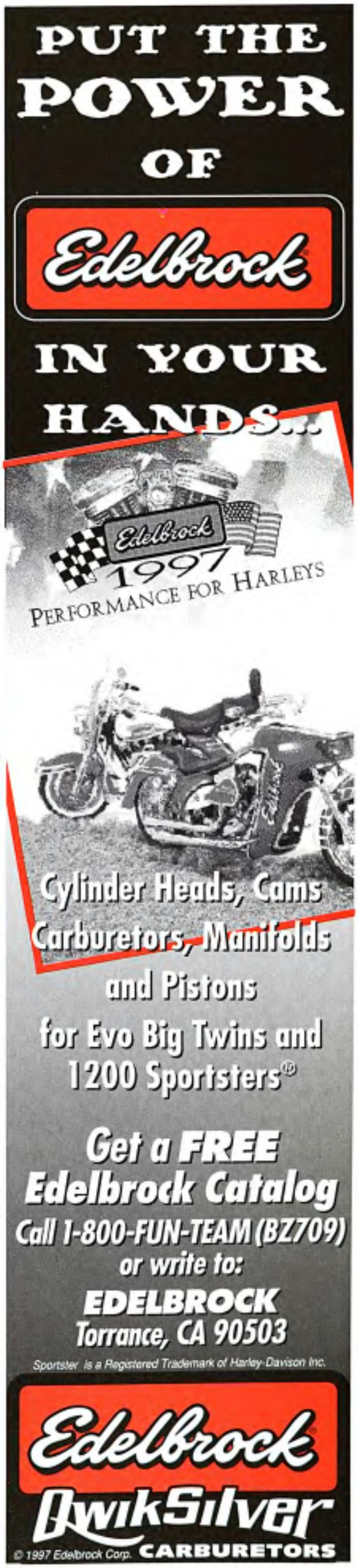
Check the chart below for more specifics or call Avon at (206) 771-2115.

—*Wrench*

## AVON TIRE CHART

| SIZE | MODEL | RIM | OVERALL WIDTH | OVERALL DIAM. |
|---|---|---|---|---|
| 120/80V16 | AM18 | 2.75 | 4.7 | 23.8 |
| 130/90H16 | HL30 | 3.00 | 5.0 | 25.4 |
| 130/90V16 | AM18 | 3.00 | 5.2 | 25.0 |
| 500S16 | SM MKII | 3.00 | 5.2 | 26.4 |
| MT90H16 | Gangster/ Blackwall | 3.00 | 5.3 | 25.3 |
| 130/90H16 | AM21 | 3.00 | 5.4 | 25.6 |
| 140/90H16 | HL26 | 3.50 | 5.8 | 25.6 |
| 140/80VB16 | AM23 | 3.50 | 5.9 | 24.8 |
| 140/90H16 | HL30 | 3.50 | 6.0 | 25.8 |
| 150/80V16 | AM18 | 3.50 | 6.2 | 25.4 |
| 160/80H16 | HL30 | 4.00 | 6.4 | 26.1 |
| 160/80H16 | AM23 | 4.00 | 6.8 | 26.1 |
| 200/60VB16 | AM23 | 5.50 | 7.9 | 25.9 |
| 120/80V18 | AM18 | 2.75 | 4.8 | 25.9 |
| 120/90V18 | AM18 | 2.75 | 4.8 | 26.4 |
| 120/90H18 | AM21 | 2.75 | 4.9 | 26.5 |
| 130/80V18 | AM18 | 3.00 | 5.2 | 26.3 |
| 130/70VB18 | AM23 | 3.50 | 5.4 | 25.4 |
| 150/70VB18 | AM23 | 4.00 | 5.9 | 26.2 |
| 140/70V18 | AM18 | 4.00 | 6.1 | 25.7 |
| 170/60VB18 | AM23 | 4.50 | 6.9 | 26.0 |

Measurements are based on the given rim widths. A rough rule of thumb: Each additional 1/2-inch of rim width will be approximately 1/4-inch more in each tire width.



## BANDIT II LIVES

### Bay Area Custom Cycles Begins Test Assembly

Heading out into the desert for our return trip to L.A., after the nastiest, rain-soaked 400 miles I had encountered in a decade, we peeled down the freeway like two bats outta hell escaping Arizona felonies. Dr. Hamster at my side on his Bill Gardner/GMA-built '89 FXR and me on my rowdy 90 horsepower Bartels'/Hamster Waggaman-built '92 Dyna, we made mince meat of roadkill and semis as we hauled ass for the California border at Blythe.

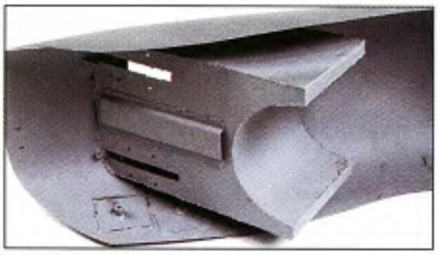
It was brisk as we rolled through the open desert, our Bandit bedrolls pulled up on our bars to form windbreaks, when the good Doctor signaled to me that he was running low on gas and his beeper had gone off. Just 75 miles from the border of the Golden State, with the smell of salt water and thoughts of the blue Pacific, we pulled off the freeway at Quartzsite, a tourist haven for polished rocks and cold drinks, or hot drinks as the case was for two bitter bikers. I filled the bikes as Chris made his way through the convenience store/Mobil station/fast food joint/truck stop. It was a traveler's Disneyland. With ear plugs firmly implanted, I couldn't hear him banging on the window. I noticed some commotion out of the corner of my eye and made sure my blade was handy as I entered the glass doors. Dr. Hamster was a mild sort; I didn't expect to find him putting the boot to five Winnebago-driving tourists while fighting over the Slurpy dispenser. As it turned out, the exodus from the plastic, multicolored aisles was a crew he recruited to haul my ass to the phone. Ron Simms was on the line. Seems he chased us down through Chris.

"Yeah," I said perplexed, while resheathing my slit-'em-quick knife. The damn thing's so sharp, I lose a belt loop every time I open it.

"Hey," Ron said in his usual gruff voice, "this thing doesn't look half bad. Get a photographer over here to take pictures. I'll have it running next week."

"You got it," I said, hanging up the phone. Ron builds some of the nicest bikes in the country, all tough-looking, low-slung, wide Softails. Dry as a popcorn fart, Ron's never excited about anything. Besides, I'd been waiting for those words for almost two years. "Running," I said aloud while heading for my bike. I started the Dyna and almost rode out of the parking lot before I discovered the good Doctor had ordered lunch.

Once we got the sheet metal fabrication from Russ Tom and his talented crew at Downtown H-D in Seattle, Washington, it was off to South Bay Chrome and Ron's body shop for finish bondo and primer. At that point, we got together with some additional talents including Joel from Headwinds and some LED experts, such as Dakota Digital and High Tech Products, to discuss the lighting and the dash with Ron. The decision was made to get the bike running in the primer stage, and take it to L.A. where Joel would install the flip-up headlight, I could put some miles on it, and we'd discuss lighting and perhaps a high-tech dash built into the handlebars.


DHD-built fender with trunk.

Trunk entrance and license plate holder.

Performance Machine wheels and brakes.

I'm pumped to see it come this far. These shots show the trunk built into the underside of the fender by Russ's crew, the stretched Paughco frame specially built for this project, Performance Machine wheels and brakes, the S&S polished 96-inch motor, the Custom Chrome transmission, and Performance Machine controls. Next week I may hear this puppy run for the first time.

Next month you may see riding shots for the first time. We made it back to L.A. in record time.

*—Bandit*

Front end components chromed by South Bay.

98-inch S&S stroker and CCI trans

Installing swingarm bushings.

Ron Simms' crew installs swingarm.

Photos: Nick Cedar

## Sources

Bay Area Custom Cycles
(510) 537-3338

Custom Chrome
(408) 778-0500

Dakota Digital
(605) 332-6513

Downtown H-D
(206) 722-8457

Headwinds
(818) 359-8044

Paughco
(702) 246-5738

Performance Machine
(310) 634-6532

S&S
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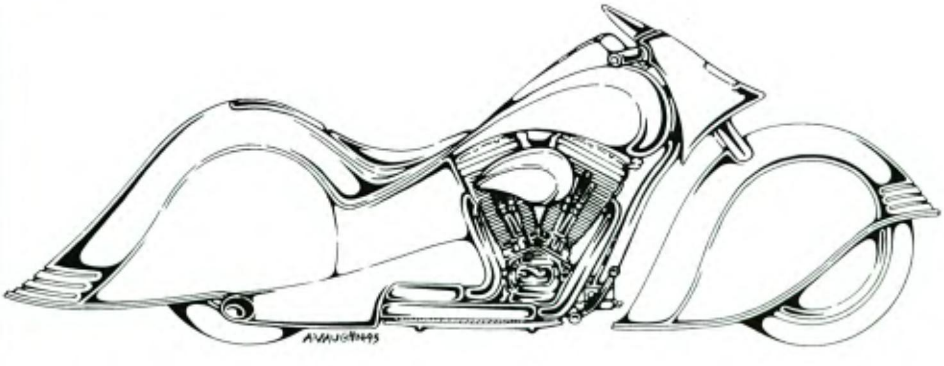
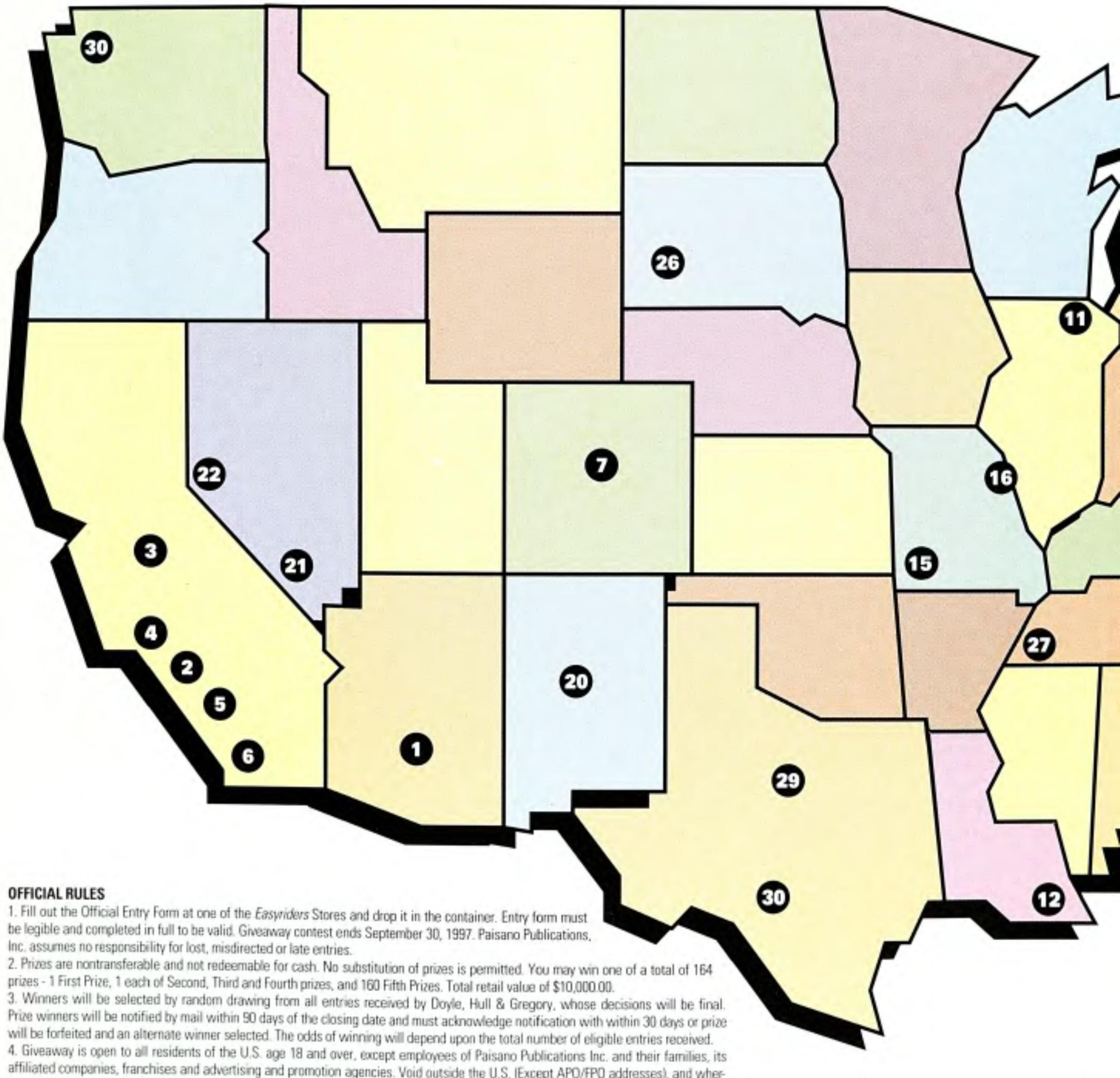
South Bay Chrome
(714) 434-1141



# $10,000.00 GIV

You're out riding and feel like picking up a new T-shirt 'cause your old one seems to keep shrinking in the dryer, or the eagle's feathers have lost their color. Any excuse will do. A new T-shirt is good for the soul. So drop in at your local *Easyriders®* store for some lifestyle shopping. Take a few seconds to fill out the entry form, and you're in the running for $10,000 worth of clothing and accessories from the *Easyriders* Roadware™ Catalog. Hey, you don't even need to buy anything to enter. Not that we would complain if you did. You can drop by as many times as you want and fill out more entry forms. If you're traveling, stop in at any of the *Easyriders* stores across the country, and you can enter again. The more stores, the more entries; the more entries, the

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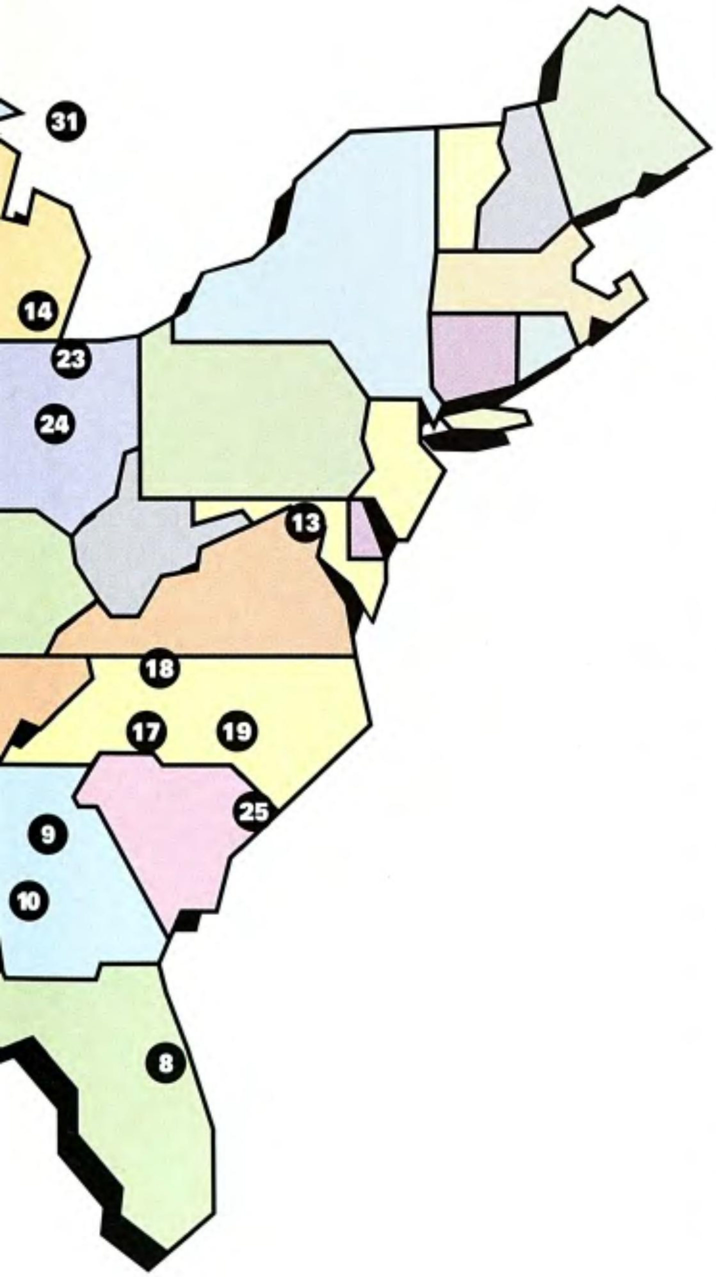
1. Fill out the Official Entry Form at one of the *Easyriders* Stores and drop it in the container. Entry form must be legible and completed in full to be valid. Giveaway contest ends September 30, 1997. Paisano Publications, Inc. assumes no responsibility for lost, misdirected or late entries.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 164 prizes - 1 First Prize, 1 each of Second, Third and Fourth prizes, and 160 Fifth Prizes. Total retail value of $10,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification with within 30 days or prize will be forfeited and an alternate winner selected. The odds of winning will depend upon the total number of eligible entries received.
4. Giveaway is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications Inc. and their families, its affiliated companies, franchises and advertising and promotion agencies. Void outside the U.S. (Except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS.
5. No purchase is necessary or required in order to participate in the $10,000.00 Giveaway.

# E AWAY

better the chances you can win. At the end of the summer, we'll pull the winning entries out of a hat, and the lucky 1st Place Winner will receive a $1,000 Roadware shopping spree. There'll be plenty more winners, too! 2nd Place gets a $500 shopping spree. 3rd and 4th Place each get a $250 shopping spree. And 160 other winners will each receive $50 worth of Roadware grab bags.

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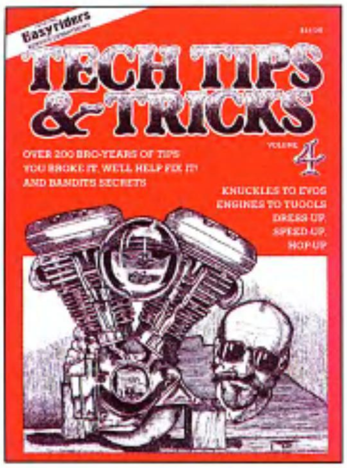


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# TECH TIPS

## HIGH-PERFORMANCE PRIMARY

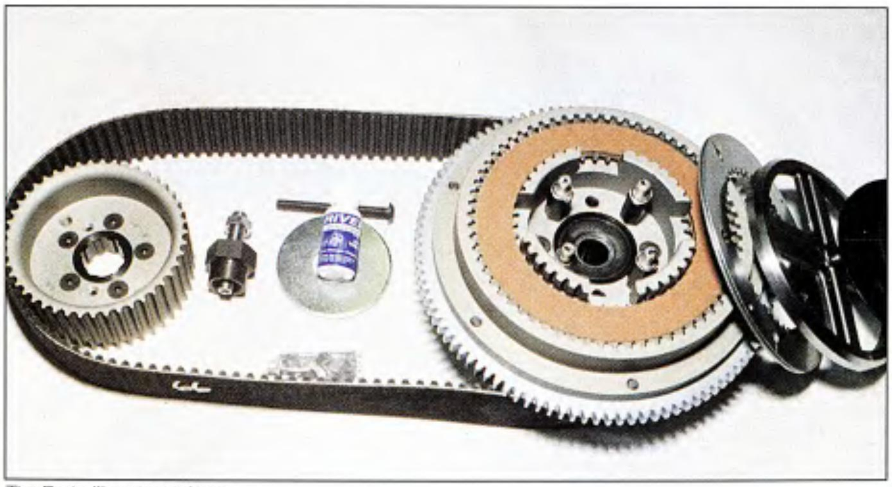
### Primo Brute III By Rivera Engineering

Harnessing horsepower seems to be the favorite pursuit of today's bike builders. When you couple the ever increasing tire sizes and engine improvements that seem to pop up daily, primary drives are getting primary attention. Rivera Engineering has stepped up to the plate with their Primo Brute III. This is an improved belt, built to take major stresses, along with their famous Pro Clutch.

The only work necessary on the inner primary housing is some grinding for clearance. In the photos you can see the places that material must be removed from. However, it is always a good practice to check the outer primary cover for any possible interference.

Apply the special Primo grease to the trans shaft prior to installing the hub. This will act as a lubricator and rust inhibitor. Use blue thread lock on the mainshaft threads, and torque to specs.

The engine pulley is next, and on some Dynas and Softails you may need to use the included .100-inch washer to space the pulley properly.



The Brute III parts package.

Making the trip from chain to belt is an easy journey when you have the Brute III kit. It's complete and provides a trouble-free installation.

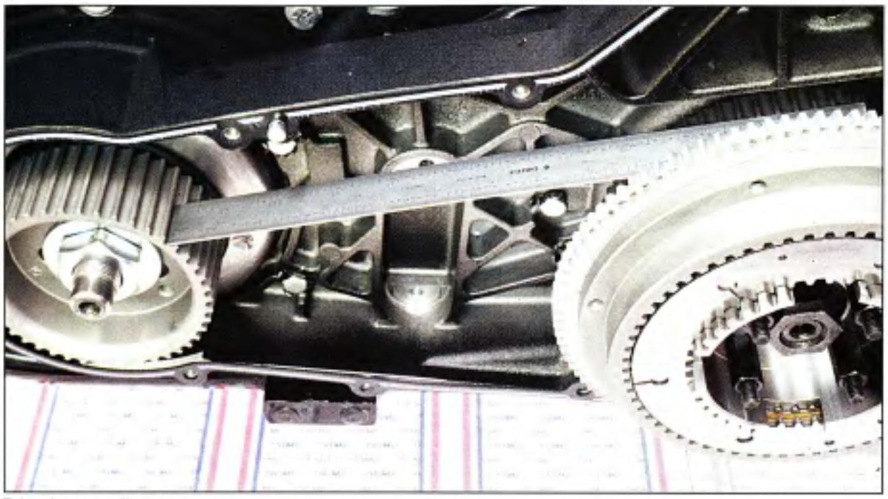
Strip and clean the primary, making sure to blow it dry; oil doesn't do rubber any good! There are two ways to deal with the tranny shaft support bearing: You can use the supplied seal (you must grease the bearing with Primo's included grease before installing the seal), or you can replace the factory bearing with a sealed bearing from Primo, part # PP-216.

Pulley alignment is the next order of business. A straightedge held flush with the ring gear will handle this chore nicely. If the pulley does not line up—a spacer behind the pulley may be necessary.

Use a new bearing or seal the old.

The pulley, outer washer, and inner and outer flanges (belt guides) finish up the belt part. Now it's on to the clutch.

The clutch goes together friction plate first and alternates with steels. The pack should go back exactly the same way you took it apart. The clutch pack height is set at the factory and should not be changed. The



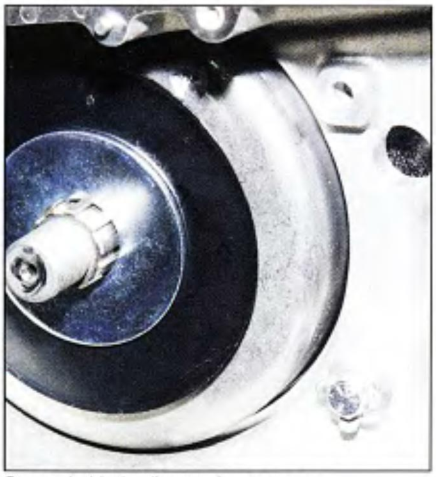
Primo's easy alignment.

Pro-Clutch pressure plate goes on using a small amount of anti-seize on the clutch hub threads. Install the diaphragm spring, spring retainer (beveled side inward). Tighten the nuts, no tighter than snug. The spring adjustment is set prior to shipment.

The belt will have 1 to 1 1/4 inches of total up and down play, and you will need to vent the primary somehow. We suggest a vented derby cover or louvered inspection cover. Remember to recheck the belt tension after about 15 to 20 minutes of freeway speeds, it should feel snug, but not tight. If all's well, get on the road and have a blast.

*—Oz*

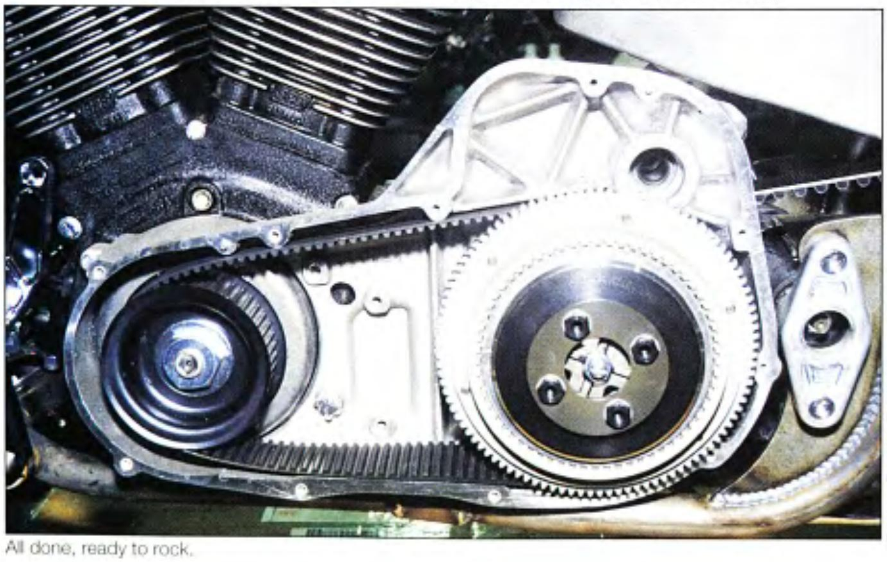
Grind these areas for clearances.



Spacer behind pulleymay be necessary.

Brute clutch stack.

Primo's new cover.



All done, ready to rock.

Photos: Barbara Steinberg

## Sources

Rivera Engineering
12532 Lambert Rd.
Whittier, CA 90606
(310) 907-2600

San-Diego Harley-Davidson
5600 Kearny Mesa Rd.
San Diego, CA 92111
(619) 616-6999

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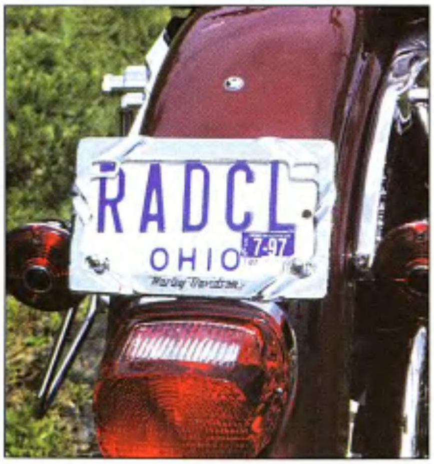
Photos: Wayne Schultz

## Wendy Malek
### Columbia Station, Ohio
### 1993 883 Sportster

Last Friday I stopped in at a local watering hole, because I thought I'd seen a friend's bike in the lot. Well, it wasn't his, but I stayed anyway. (I'm a cheap drinker ... that is, unless you're buying.) While there, I spotted an old acquaintance who, from what I'd remembered, was always grouchy, but I figured it was Friday night—what the hell? So I cruised over and said, "Hey." He was still as grouchy as ever, complaining about new riders who don't ride and spend way too much money on chrome. In the middle of his diatribe, in walked the heroine of the month, Wendy Malek.

Nah, Wendy isn't just a heroine because she is female and rides a Harley (I don't want her to feel like a token girl-bike feature), but because




she had a problem. She wanted a bike, but didn't have one. She figured out a plan on how to achieve her goal, then put her plan into action.

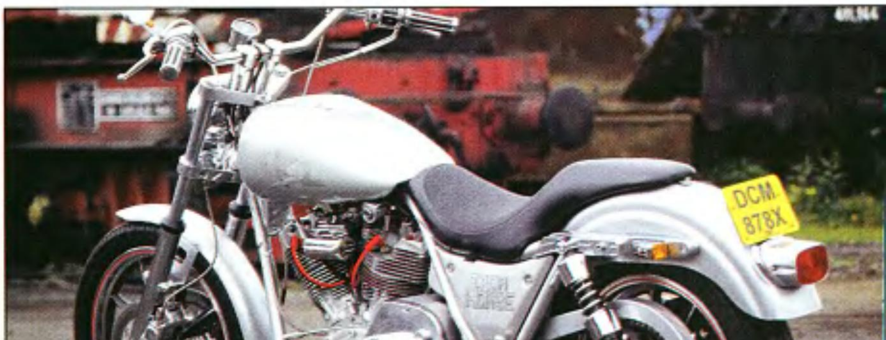
Wendy, who is a finance assistant for a major charity in Ohio, also trains Tennessee Walking Horses at night, and finds some time in the middle to customize and ride her 1993 Sporty. With some help from Jim Brown, a mechanic she met through the Cleveland chapter of H.O.G., she has gone chrome mad, to the point of wearing a T-shirt that reads, "Will work for chrome." But that doesn't stop her from putting a huge number of miles on her Sporty, including two trips to Sturgis. She said she once found a chip in some chrome on her rocker boxes, and was upset about it for a few minutes, but then came to the realization that shit happens when you ride your bike. She chalked it up to character.

I told Wendy about my run-in with the grouch, and she said she has run into a few people who didn't like the fact that she was having fun, or the way she customized her motorcycle. But she told them to get their own life and their own bike. She did.

*—Flynch* →

# READERS' RIDES

## Paul Heaven
### Drayton Bassett, England
### Shovelhead FXR




Paul Heaven has always been one for standing out in a crowd—especially when it comes to his bike. He'd been riding around on his stock Shovel FXR for quite some time, and although its unique Shovelhead, rather than Evolution, engine made it stand out, it wasn't enough for him. He still hankered after something more exclusive, more personal to bring to life his dream bike. Out came the hoard of magazines (*Easyriders*, no doubt) from under the bed, and a style was chosen.

Paul realized he didn't possess the skills needed to perform the work he required, so he went on down to Thunder Road in Birmingham for a chat. What you see here is the culmination of their ideas. The exhaust system is a pure work of art—all the welds have been ground back, giving the impression that it was formed from one piece of tube. Little touches like shortening the rear fender rails make the lines of the whole package flow. And how about the one-off billet air filter cover, still something quite new in Europe. On a very tight budget, Thunder Road turned out a cracker of a Harley.

*—Steve Kelly*

## Janet Hunteman
### River Falls, Wisconsin
### 1952 Flathead

Photos: Darrell Delahoussaye

A few years back, I was walking around the back campgrounds at the *Easyriders* Chillicothe Rodeo, checking out the cool Ohio choppers, when I was passed by a gorgeous woman hand-jamming a red Flathead 45 chopper. I ran desperately through the crowd of cardboard-sign-holding guys, in hopes of meeting this goddess. I thought I'd found true love. But she got away, and my buds all told me to forget about her, there'd be others ... but I never forgot.

That is why I spared not a second in calling Janet Hunteman of River Falls, Wisconsin, owner of Native American Beadwork (715-425-5121). Although her 45 started out as a chopper eight years ago, she assured me she was not the one haunting my dreams every night since. Her 45 was black when she got it.

Janet started out riding with her father, Myron Hunteman, when she was just two years old. "Dad was a huge influence in my life, a real role model. He has always been a high mileage rider." Now those are family values worth touting.

After riding to Sturgis for 30 years as a passenger, she decided that she needed her own scoot. Luckily, she found this great 1952 Flattie. "It was a black jockey-shift chopper when I bought it." She soon started calling the 45 Restoration Company, "spending a hundred bucks a week, for two years." The parts man at 45 Restoration Company asked her if she was going to Sturgis. He just had to see the bike that all these parts were going on. "Of course," she said.

She left it a hand shifter, though, and almost didn't get her license because she couldn't get used to the foot shift/hand clutch on the test bikes. Ahhh, a woman after my own heart. But she's married and taught her husband to ride the '52. She has ridden it to Sturgis twice and recalled for me the good old days of Sturgis when bikers pushed beer kegs down Main Street with their bikes, shot guns, and everybody camped in City Park, even when it flooded one year. She remembered when the City Park outhouses were burnt and the park closed and turned into a soccer field. But the big crowds and high prices don't keep her away, just like a season, spring, summer, Sturgis, fall, and winter. "Sturgis is only 600 miles away from where I live, a one-day trip almost." Amen.

—*Flynch* →

## Jerry and Gina Garton
### Alliance, Nebraska
### Psychedelic Shovelhead

Hey, I'll admit it—I'm not a big fan of the Dead. My first experience with hippies was in 1969 when my dad took the family camping at Lake Cumberland. I was six, my brother was three, and we had a blast chasing the snakes out of the campground toilets every morning. There was a busload of hippies that camped up the hill from us, partied every night, yelling "Morris, din, din" and laughing all night long. Every morning they'd walk down to the bathhouse barefooted, and seconds later come running out screaming.

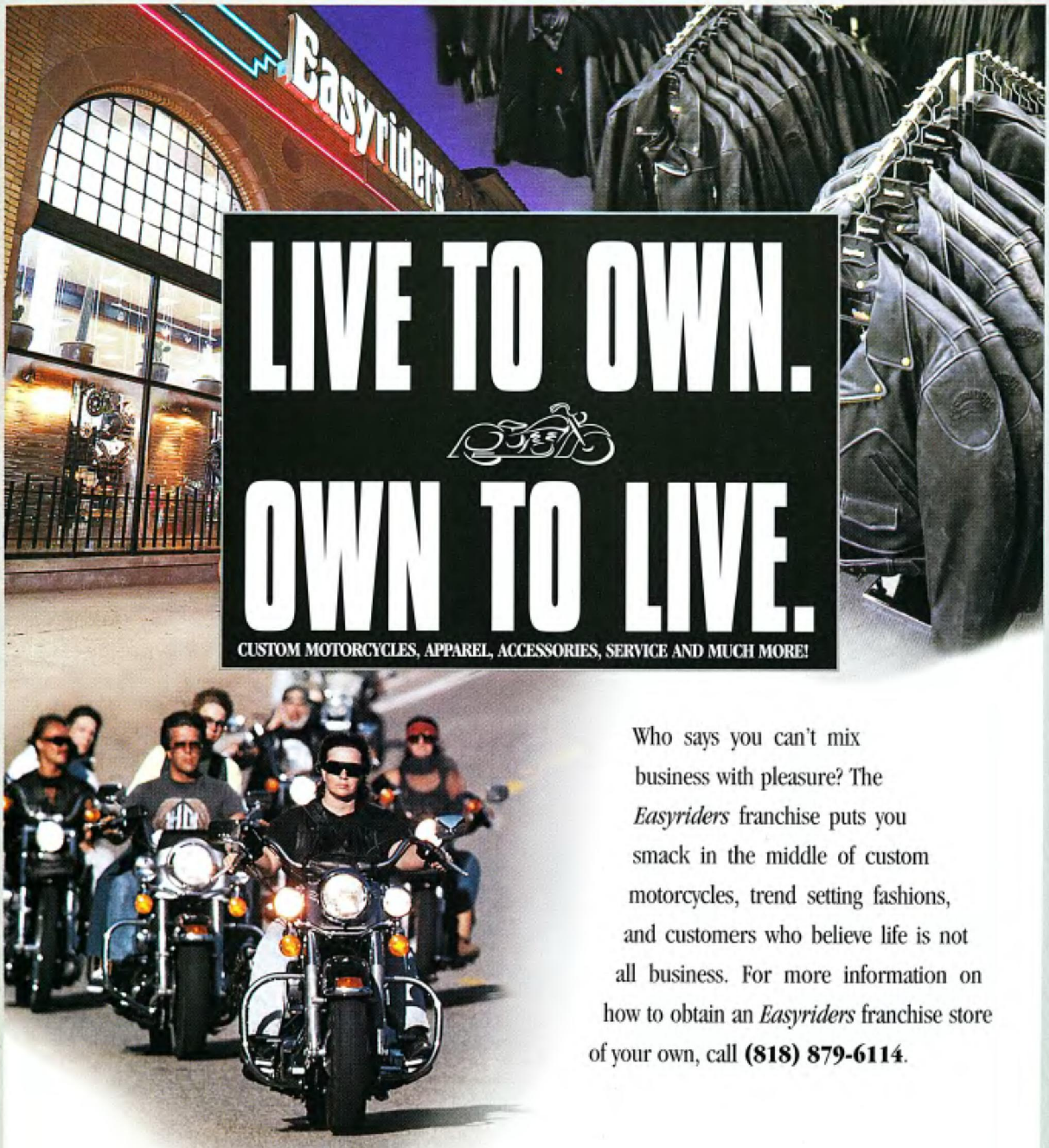
My cousin Rose Mary listens to the Dead and lives in a barn. My biker buddy Kurt has a 20-something-year-old daughter who rebelled against him and became a Deadhead. I did, however, date a stripper (with one ear) who followed the Dead around and wore tie-dyed panties (that was pretty cool). But you can damn sure bet that I'm not going to tie-dye my chopper.

That's exactly how Jerry Garton felt. Not being a big Grateful Dead fan himself, he was content with bug-bomb black. But the little woman, Gina ... well, I don't know her well enough to call her a Deadhead, but being that she coerced Jerry into painting his Shovel psychedelic, I'd bet she is. Gina finally convinced Jerry, on the day that Jerry Garcia died, that tie-dye was the way to go, and his life has never been the same. So he sent his fenders, tank, and frame to Bert Ballowe (Ballowe Artistry) along with a tie-dyed T-shirt.

He says it draws a crowd everywhere and that he's been shown more Dead tattoos and heard more road stories than Charles Kuralt. But he doesn't mind, it makes the wife happy and gives him something to look forward to when he's not working in the western panhandle of Nebraska for the railroad, repairing track equipment.

He plans on finding a bike for Gina with a sidecar so they can take their three kids along on road trips. Gina says her motorcycle is going to be pastel tie-dyed, though. (Jerry call me if she starts talking about living with livestock.)

*—Flynch*

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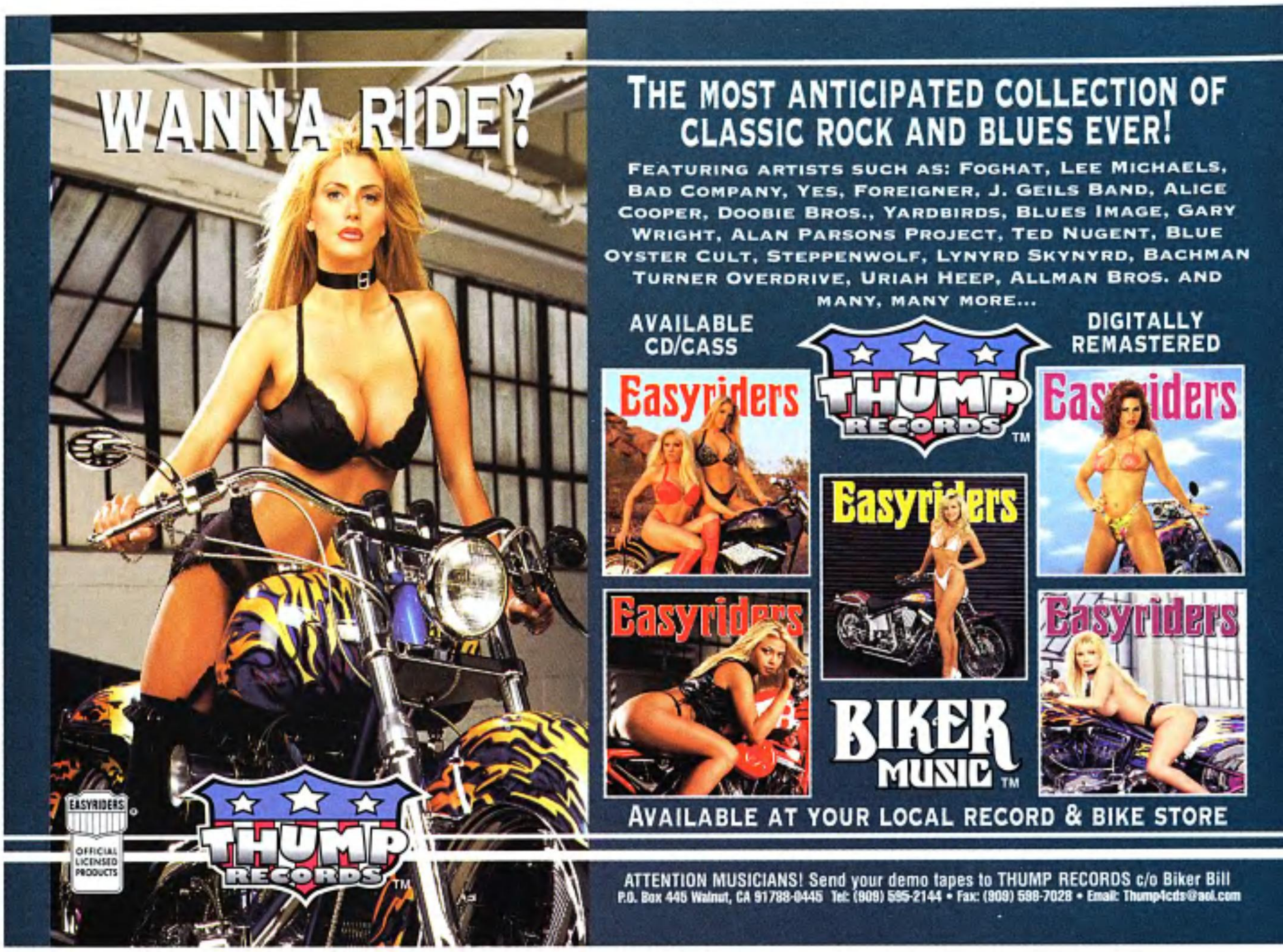

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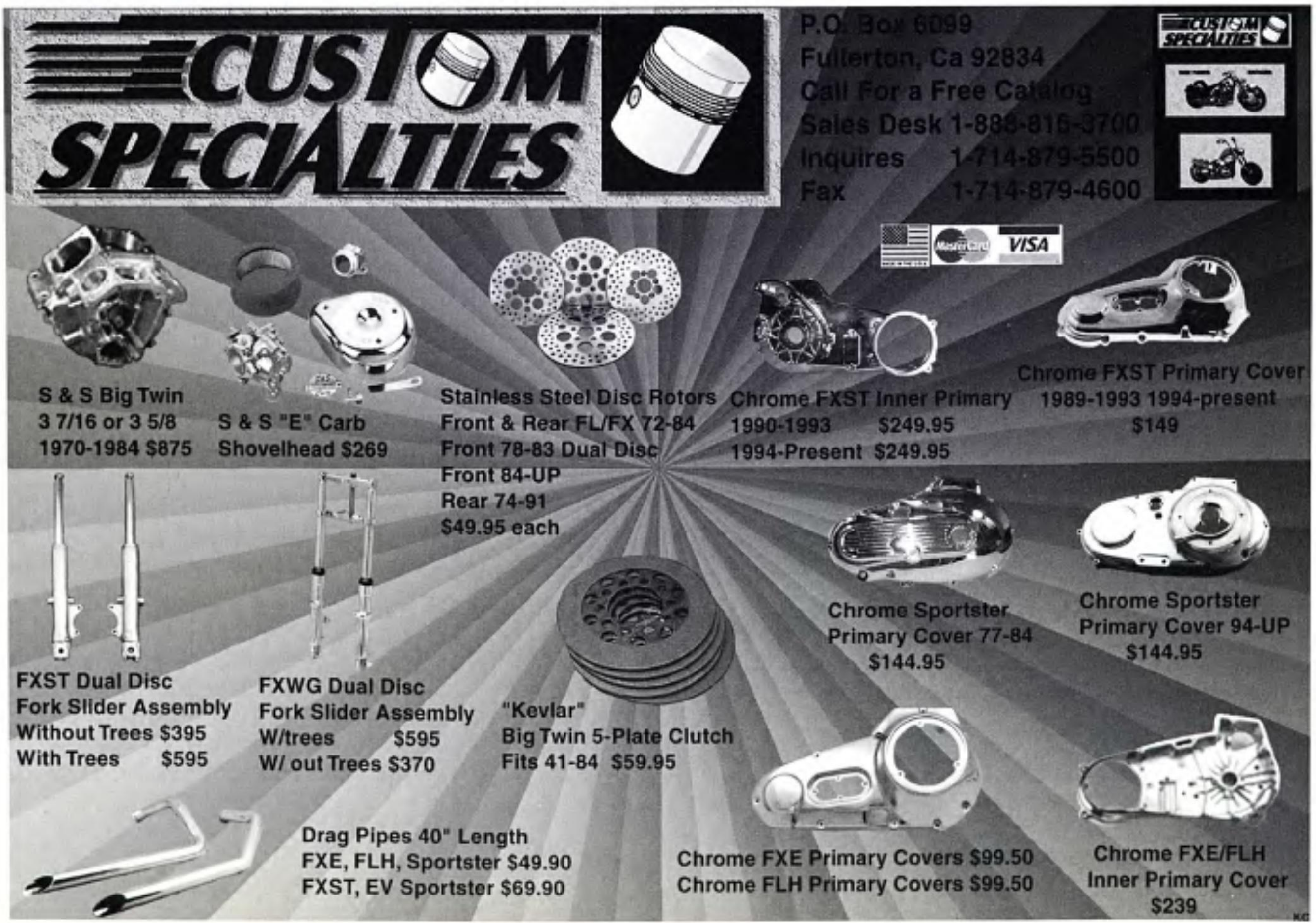

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# EAGLE'S

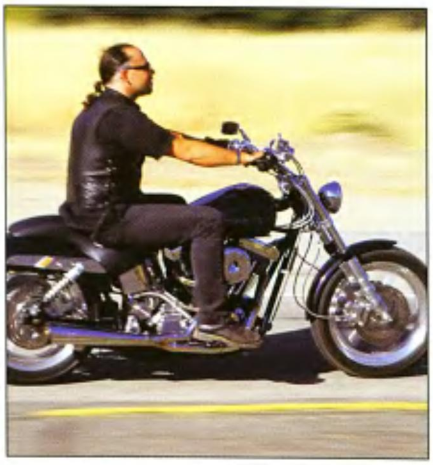
# CLAW

## THE XRT TALON

Stakes can run pretty high during all-night poker games at the office, especially when Bandit's dealing. Jobs have been won and lost, lots of cash squandered, and even an ol' lady or two have changed hands. That's why it wasn't surprising when Bandit raised by throwin' the keys to the next test bike into the pot. Maybe he was tired of everyone stealin' his J.D., or maybe he figured no one had been watchin' him deal from the bottom of the deck. But whatever it was, everyone else folded. There I was, holdin' four aces with three kings tucked up my sleeve. I called and Bandit laid out three aces and I laid out a full house—aces over kings. As the rest of the room erupted, I grabbed the cash and goodies and got the hell outta there before everyone realized that the only way I could have pulled that hand off would have been to use two decks, which I did.

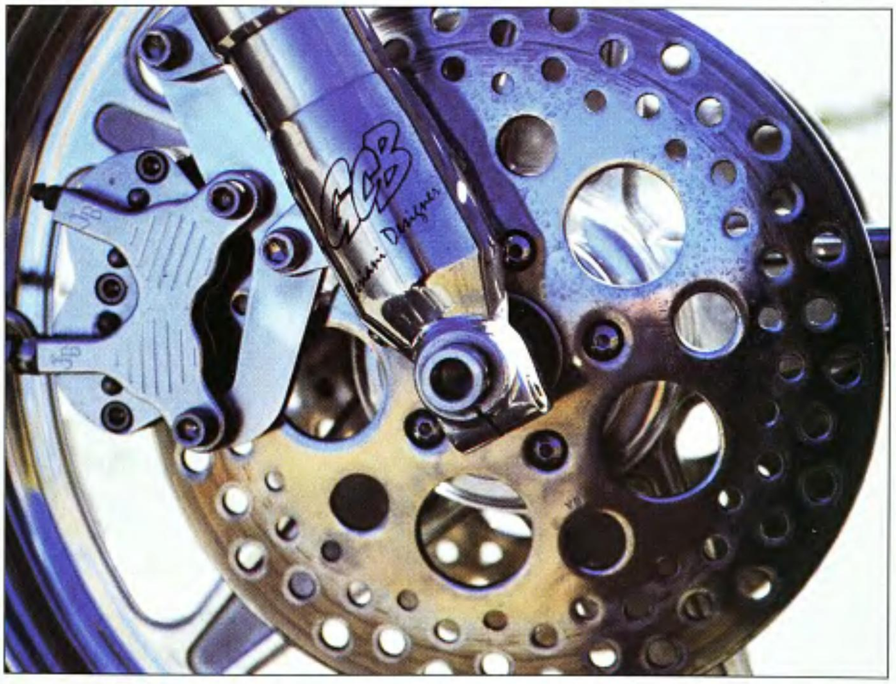
Figuring I probably wouldn't have a job for too much longer, I decided to live it up with my winnings. Thus began the test ride of American Eagle's XRT Talon. The Talon comes equipped with a 96-inch, S&S engine and a RevTech, close-ratio, 5-speed tranny. American Eagle installed a steering damper on this Talon, which would take some gettin' used to. I figured the best way to do that was a ride through the canyons. The putt from the office to Pacific Coast Highway (PCH) seemed tailor-made for this type of bike, lots of long curves, smooth straightaways, and an occasional tunnel to rap the pipes in. This Talon was equipped with a set of 2-into-1 SuperTrapps that were heavily disced, so it wasn't as loud as I had expected, but it did tear up the asphalt.

The XRT Talon is a very responsive motorcycle. A half-twist of the throttle and you're flyin' through the curves, sometimes faster than expected. At one point I found myself about to ass-end a slow cager, when a passing lane appeared outta nowhere on a long right curve. A little twist of the wick and I leaned that XRT hard past her just as she decided to use the cell phone, probably to call her manicurist! The steering damper kept the bike smooth through the turn without any speed wobbles. Finally, a part attached to a bike that really works! I took the bike over to my friends A.J. and Pee Wee at Commanche Cycles in Moorpark, California, to grab a cold one and dyno the bike. As I pulled into the shop, the bike seemed to be running a little funny. Maybe that had something to do with hard riding with only a couple hun-



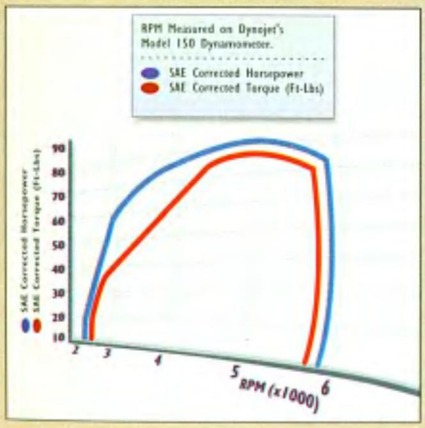
dred miles on her. A.J.'s → been wrenching for so long he knew what the problem was before I even shut off the bike. "You're running too goddamn lean and ya need to tune that thing really soon," he told me. He also warned that it wasn't gonna do too well on the dyno but we'd put it on there anyway and see what she would do. She pulled 80 horses and a little over 80 foot-pounds of torque. Not too bad considering it needed to be tuned. I figure it'll add at least another five horses after that.

I took the bike back to the office, racing a couple rice rockets and actually taking them way faster than they wanted to go—pansies! Anyway, as I pulled into the lot



there stood Bandit with a bottle of J.D. in one hand and a whole bunch of cards—mine—in the other. I said to myself, "Self, let's see what this Talon's really made of." As I left Bandit screaming all kinds of shit at me, I tried that trick Red Baron used in the April issue of *V-Twin*. I started hummin' the ol' Steve Miller tune *Fly Like An Eagle* and screamed outta there. Guess I'll let him chill for a while before I go and beg for my job back. If ya want the latest info on American Eagle's rides, you can reach them at American Eagle Motorcycle Co., 3949 Research Park Ct., Soquel, CA 95073, (408) 477-9370. Tell 'em Oil Can sent ya. —*Oil Can*

| | | | | | |
|---|---|---|---|---|---|
| **Manufacturer:** | American Eagle Motorcycle Co. | Tire: | Avon | Balancing: | American Eagle |
| **City:** | Soquel, California | Brake: | JayBrake 4-piston, Russell polished rotor | Pistons: | S&S |
| **Make/Model:** | XRT Talon | **Rear** | | Cases: | S&S |
| **Dimensions** | | Type: | Boyd Daytona | Cam: | S&S |
| Length: | 80 inches | Size: | 18 inches | Lifters: | hydraulic |
| Seat height: | 28 inches | Tire: | Avon | Carb(s): | S&S Super G |
| Ground clearance: | 7 inches | Brake: | JayBrake 4-piston, Russell polished rotor | Air cleaner: | S&S |
| Rake: | 31 degrees | **Performance** | | Pipes: | SuperTrapp |
| Wheelbase: | 68 1/2 inches | Mileage: | 35 mpg | Other: | powdercoated |
| Fuel capacity: | 4.2 gallons | City: | 32 mpg | **Transmission** | |
| Oil capacity: | 3 quarts | Highway: | 38 mpg | Year/model: | 1990 5-speed |
| Dry weight: | 520 lbs. | **Engine** | | Shifting: | foot |
| **Wheels** | | Year/model: | 1997 Evo | Engine sprocket: | 24-tooth |
| **Front** | | Displacement: | 96 cubic inches | Trans pulley | 32-tooth |
| Type: | Boyd Daytona | Ignition: | single-fire | Wheel pulley: | 70-tooth |
| Size: | 19 inches | Lower end: | S&S | Gears: | RevTech |




| | |
|---|---|
| Gear ratio: | close ratio |
| Clutch: | '91 H-D |
| Primary: | '89 H-D |

**Frame**

| | |
|---|---|
| Builder: | Kenny Boyce |
| Rake: | 31 degrees |
| Stretch: | 2 inches |

**Forks**

| | |
|---|---|
| Type: | FXWG polished aluminum |
| Builder: | American Eagle |
| Fork stops: | Kenny Boyce |
| Other: | billet triple trees |

**Accessories/Instrumentation**

| | |
|---|---|
| Bars: | Flanders |
| Brake levers: | chrome |
| Forward controls: | billet |
| Fenders: | FXWG front, Sumax rear |
| Headlight: | 5 3/4 inches |
| Taillight: | catseye |
| Speedo: | black face |
| Pegs: | JayBrake |
| Electrics: | American Eagle |
| Gas tank: | single unit |
| Oil tank: | Pro-One |
| Oil filter: | CCI |
| Oil pump: | S&S |
| Seat: | Corbin |
| Mirrors: | Mirage |
| Grips: | H-D |

**Paint**

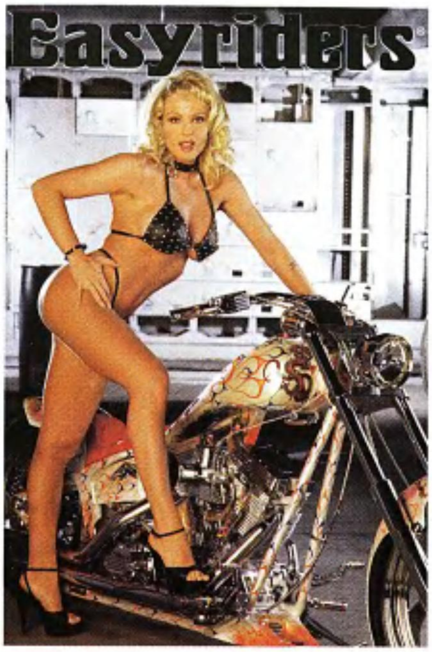
| | |
|---|---|
| Color: | black marble |

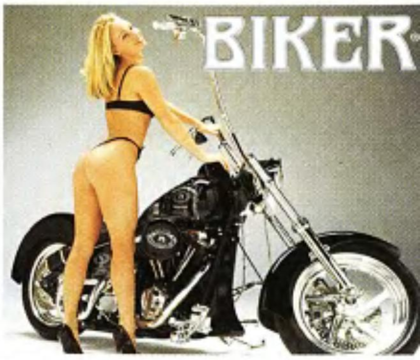
| | |
|---|---|
| **Photos:** | Doug Mazell |

# COMING AT YA

So, ya just settled down from Sturgis and you're lookin' for somethin' to peak yer interest? Look no further. The **October** issue is blastin' your way, and this ain't no hollowienie issue, either. This pumped-up pumpkin's filled with tech tricks, from porting Panheads to RevTech's new 5-speed tranny in a 4-speed case, as well as some tantalizing female treats to help soothe those road-weary eyeballs. First on our list of stops will be the Run To The Wall—from start to finish this annual event is one that shouldn't be missed. While we're trick or treatin' our way across the country, we'll hit Myrtle Beach and check in on all the bikes, babes, and action that make this one of the East Coast's hottest events. And this is our special Tattoo Issue, packed with enough ink to make even the most timid go under the needle. Lookin' for a new tranny? We've got a guide to help ya sift through the info. And as for feature bikes, we've got six righteous rides that should fit everybody's cruisin' style, including Jesse James' screamin' scoot with our fine Fox Hunt winner. Miss this one, and we'll come to your house and kick in yer Jack o' Lantern!

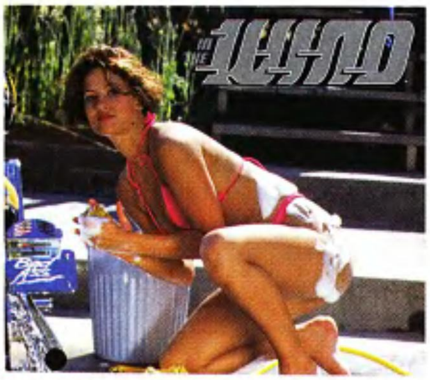
*On Sale August 26*



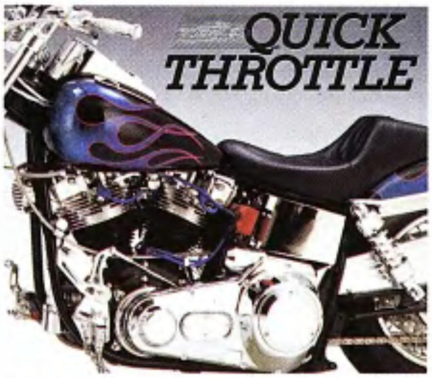

The **September** issue of *Biker* is our Anniversary Special. We're celebrating 10 years with Paisano Publications with 32 extra color pages. We'll give ya some history, and do some then and now stuff on events, bike features, contributors, and staff. We've got an old-style Panhead copper chopper bike feature with Katherine, a beautiful Cheeta's dancer from San Diego. And, natch, there's plenty of our usual unusual biker-style entertainment.

*On sale now*



**November**'s *In The Wind* (#84), is dropping in on the gleaming chrome and sizzling spectacular that was the '96-'97 *Easyriders* Bike Show Tour. Six shows from around the country kept our lenses peeled and pulses revved with the latest in bike building and ladies lookin' their best. You'll also get your fill of kick-ass T-shirts and wild stickers and signs we've seen while trekking around the country. If it's out there, it's in here. Check it out.

*On sale August 12*




Get down 'n' dirty in Daytona as we follow the racers into the pits and find out who's making those nitrous beasts roar. **September's** *Quick Throttle* screams with drag racing in gator country. Dangerous Dave also made the trek to cover the road racing action in the midst of Sun City. We've got Bruce Hind's fiery FXR, Cody Martin's Hi-Tech XLST, Rob MacGregor's chromed-out Shovel, and Billy Eubank's show-stoppin' Softail. Grab it quick!

*On sale now*

*VQ* No. 16, **October**, cruises into fall with a colorful selection of cutting-edge customs and immaculate restorations from Jerry Fernandez's red-hot Ness FXR, to Cyril Huze's baby blue Miami machine, to Richard Morris' 1937 Crocker. Smoke a fine "Flora de Flores" at L.A.'s cigar-lovers sanctuary, The Big Easy; spend some time with Britain's Master Builders, the Battistinis; and check the action at the VQ Bikers Ball in Florida.

*On sale now*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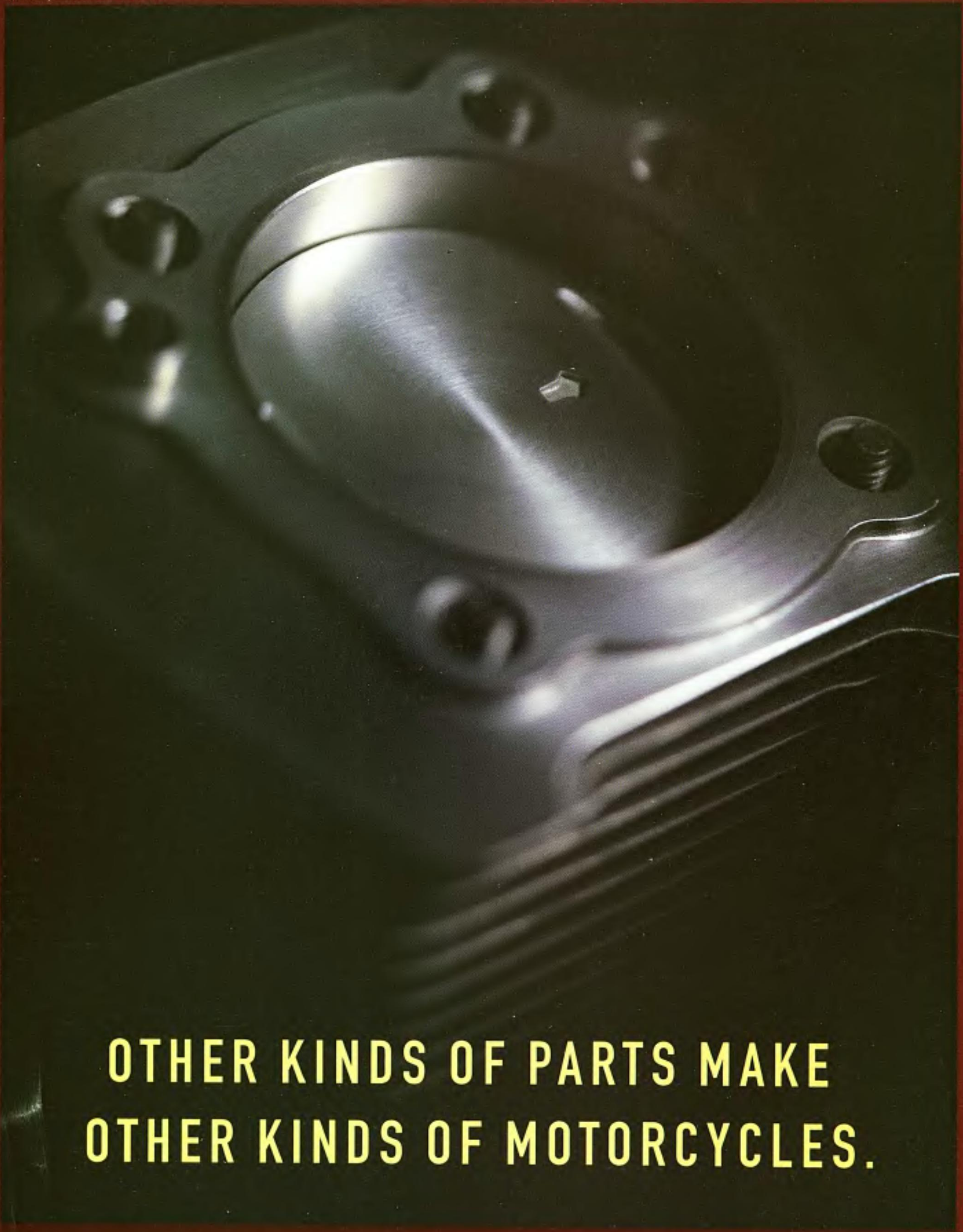


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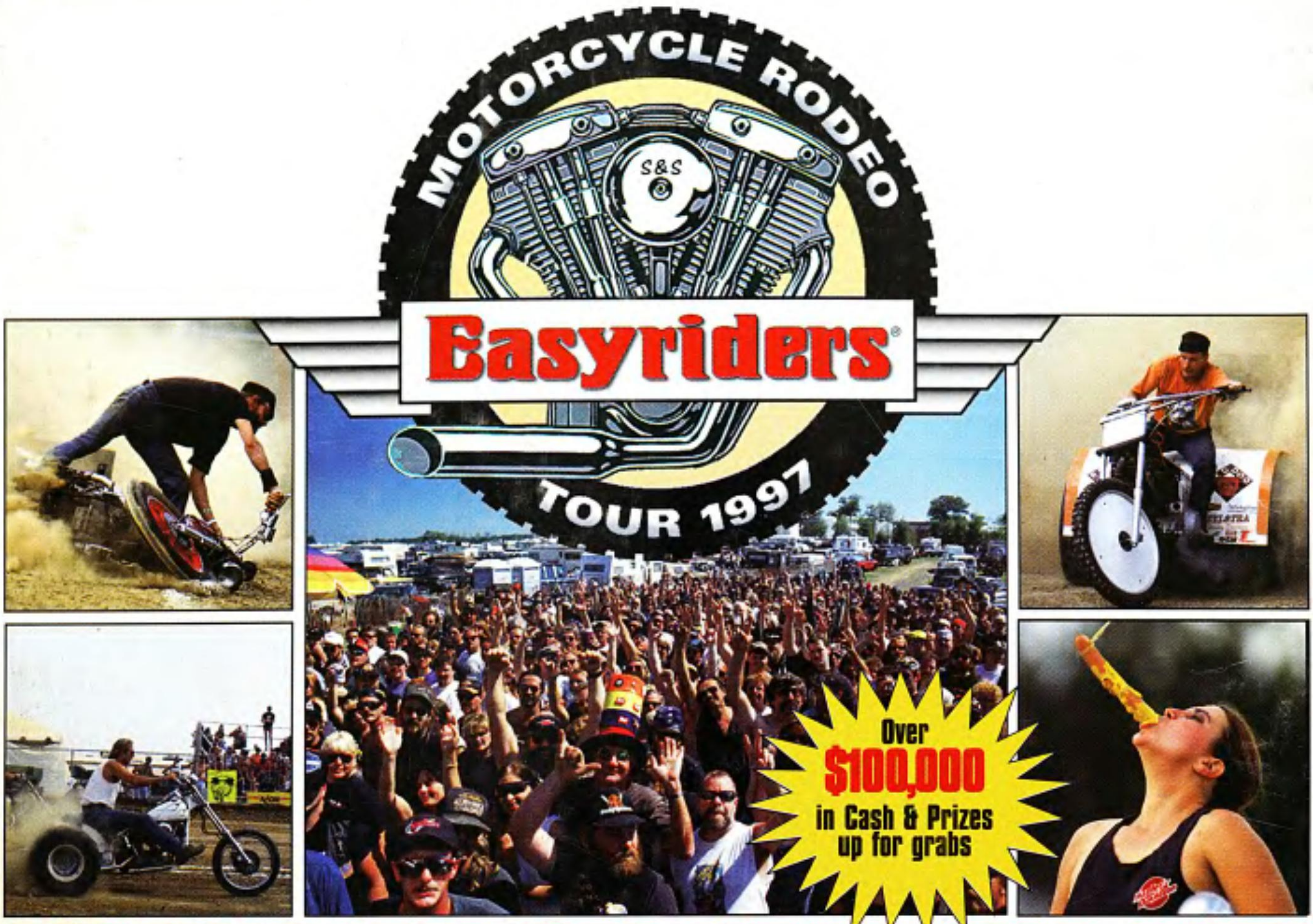


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Middletown, New York
**July 4, 5, 6, 1997**
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)

Fireworks
Fireworks

Waukesha, Wisconsin
**July 11, 12, 13, 1997**
Waukesha County Fairgrounds
(I-94 West to 294 exit South on "J")

Keene, New Hampshire - *New England Rodeo*
**July 18, 19, 20, 1997**
Cheshire County Fairgrounds
(Rt. 101 to 12 South)

Prospect, Pennsylvania - ***7th Annual***
**July 25, 26, 27, 1997**
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

Fowlerville, Michigan - ***5th Annual***
**August 15, 16, 17, 1997**
Fowlerville County Fairgounds
(I-96 to Fowlerville exit, go North to Grand River)

Kankakee, Illinois - ***New Location***
**August 22, 23, 24, 1997**
Kankakee County Fairgrounds
(Hwy 57 to exit 308)

**GRAND NATIONALS - *10th Annual***
Chillicothe, Ohio
**August 29 - Sept 1, 1997**
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

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